

THE Hongkong Weekly Press

AND China Overland Trade Report.

VOL. XLI.]

HONGKONG: THURSDAY, 9TH MAY, 1895.

No. 19.

CONTENTS.

Epitome of the Week, &c.	337
Leading Articles:—	
The China-Japan Treaty and the Powers	338
Civil Service Reform	339
The Government and the Unofficial Members of the Sanitary Board	339
Representative Government in Hongkong	340
The Medical Officer of Health and his Qualifica- tions	340
The Drainage System	340
An Anti-Footbinding Society	341
A Public Library for Hongkong	341
General Barker's Farewell	341
The China-Japan Treaty	342
The Situation in Formosa	342
Japanese Imperial Proclamation	342
The Terms of the Treaty	343
Release of the Yiksang	343
The Plague	343
Fire on the M. M. Steamer <i>Melbourne</i>	343
Presentation to the Colonial Surgeon	343
Resignation of the Nominated Members of the Sani- tary Board	344
Death Inquiries	344
The Audibility of the Gap Rook Fog Signals	344
The Currency of French Indo-China	344
Supreme Court:—	
Lee King & Co., Appellants, v. Carlowitz & Co., Respondents	345
An Abandoned Slander Action	347
Shanghai Spring Meeting, 1895	347
Opening of the New Central Market, Hongkong	351
Another Capture by Pirates in Tonkin	351
Hongkong Cricket Club Lawn Tennis Tournament	351
Hongkong Golf Club	351
The Interport Shooting Match	351
Hongkong Rifle Association	351
Correspondence:—	
The Anti-Footbinding Society	351
Henry Purcell's Bicentenary	352
Hongkong and Port News	352
Commercial	353
Shipping	355

MARRIAGE.

On the 5th inst., at the Cathedral of Immaculate Conception, Hongkong, by the Rev. Father Pedro Gabardi, JOSE PEDRO BRAGA, to Miss OLIVE PAULINE POLLARD. [990]

DEATH.

On the 5th inst., at his residence, Summerhill, Sydney, in his 70th year, LUDOLPH THEODORE MEL- LIN, the beloved father of Mrs. EMIL NIEDHARDT. [1003]

ARRIVALS OF MAIL.

The French mail of the 29th March arrived per M. M. steamer *Manche*, on the 3rd May (35 days); the English mail of the 5th April arrived, per P. & O. steamer *Rohilla*, on the 6th May (31 days); and the German mail of the 8th April arrived, per N. D. L. steamer *Karlsruhe*, on the 8th May (30 days).

EPITOME OF THE WEEK.

The New Central Market at Hongkong was opened on the 1st inst.

The Shanghai Spring Race Meeting was held on the 29th and 30th April and 1st May, and the off-day on Saturday, the 4th May.

The wages of tea-firers at Yokohama this season are from 24 to 35 cents a day as against 18 cents, the former rate, the rise being due to the fact that owing to the numbers of coolies dispatched to the seat of war there is an insufficiency of men.

The *Mercury* hears that an order has been issued authorising missionaries to be permitted to purchase land in the interior of China.

A special telegram to the *N. C. Daily News* dated Nagasaki, 3rd May, states that the remaining vessels of the Russian fleet had left that port with sealed orders.

The Emperor of Japan contracted a cold in the train whilst on his way to Kyoto, and in consequence the festivities which were to have been held in Kyoto on the 30th of April were postponed.

As the Hon. P. Le Poer Trench, Minister to Japan, is leaving for England on the 10th May on account of ill health, the First Secretary of the Legation has been appointed *chargé d'affaires*.

A few sporadic cases of bubonic plague have occurred at Hongkong. Immigration from Macao and Swatow, where the disease is epidemic, has been prohibited, and vessels arriving from Canton are subjected to medical inspection.

Great uneasiness prevails in Formosa, where the Chinese troops and populace have become turbulent in consequence of the news of the intended surrender of the island to Japan, and Marines have been landed for the protection of foreigners.

The German Minister at Bangkok has issued a notification that in future no servants of the Opium and Spirit Farmers will be allowed to board German vessels for searching purposes. Henceforth only Customs House officials will be recognised as authorised to undertake this work.

Admiral Fremantle left Formosa a day or two ago for Chefoo and is due at Nagasaki about the 15th inst. Admiral Buller is due by the next English mail and on arrival will hoist his flag on the *Alacrity* and proceed to Nagasaki, where he will take over command from Admiral Fremantle.

Another case of seizure of Europeans by pirates in Tonkin is reported. On the 24th April a strong band landed at Port Wallut, the port of shipment for the Kebao coal mines, and carried off M. Lyaudet, the Kebao Company's manager, and his wife and child. Prompt pursuit was made, but the pirates made good their escape. Great indignation prevails in Tonkin at the outrage.

The *Japan Mail* thus expresses its view of the results of the war so far as China is concerned:—Japan has shown the nations what China is; has laid her prostrate for them to dissect at their convenience. What and how rapid will be the advantage they take of the situation we have no skill to prophesy, but that China will raise herself from the dust and recover the status of a great empire we can not for an instant believe.

The Shanghai manager of the Straits Insurance Co., Limited, writes to the *N. C. Daily News*:—As several letters have appeared in your columns referring to an attempt made to induce a London company to treat for the acquisition of the Straits Insurance Company, it may interest your readers to know that a telegram has been received to-day from the head office in Singapore announcing that the directors of the Commercial Union Assurance Co., Limited, have resolved to withdraw from all negotiations having reference to the purchase of the Straits Insurance Company, Limited.

While the M. M. steamer *Melbourne*, with the outward bound mails, was at Saigon, on the 24th April, fire was discovered in one of her holds. Her mails and passengers were transferred to the *Manche*, which brought them to Hongkong. The fire in the *Melbourne* having been extinguished and the necessary repairs effected, she left Saigon for Hongkong on the 1st instant, arriving on the 4th.

The political situation in the Far East now bears a peaceful appearance. The treaty between China and Japan was ratified by the Emperor Kwang su on the 2nd inst. and the exchange of ratifications was to take place at Chefoo yesterday. Japan has withdrawn her claim to the Liaotung Peninsula, so that Russia and the Powers acting in concert with her have no longer any ground of objection to the settlement arrived at.

The directors of the Mercantile Bank of India submit a general statement of the affairs of the bank, comprising balance sheet and statement of profit and loss account for the twelve months ended on December 31st, 1894. "The net profits for that period, after providing for bad and doubtful debts, and including £1,049 14s. 11d. brought forward from last account, amount to £17,930 9s. 7d. Out of this sum there has already been paid £4,637 10s., being an interim dividend for the half-year ended June 30th at the rate of 5 per cent. per annum on the "A" shares of the bank. The directors now recommend a distribution on the "A" shares at the same rate for the second half of the year. This will absorb a further sum of £4,337 10s., and will leave a balance of £8,555 9s. 7d. to be carried forward. The directors would mention that arrangements are being completed for disposing of the present leasehold premises of the bank in London and for taking other suitable offices whereby a considerable annual saving will be effected. The directors think it well to repeat that the capital of the bank is in sterling, and that all sterling liabilities are provided for in sterling."

It will be remembered, says the *N. C. Daily News*, that Chang Taotai, nephew of the Viceroy Li, and ex-Director of the Peiyang Board of Ordnance, who returned to Nanking shortly after the exposure of his having harboured a Japanese spy in his department at the commencement of the war, was arrested last winter by the Viceroy Chang Chih-tung, acting under instructions from Peking anent the above case, and that there having been no criminal proof to convict Chang Taotai of the charge made against him, the Nanking Viceroy had released him upon subscribing Tls. 300,000 to the war fund. From recent de-patches from Nanking, we now learn that this unlucky Taotai has again been arrested, again in accordance with instructions from Peking, his accuser this time being none other than the widow of the decapitated General Wei Ju-kuei, the ex-Commander of the Sheng division. The widow states that if her late husband had been supplied with proper modern weapons, which the Viceroy Li had intended the Sheng division to be armed with, according to the assertion of the officers of the division, the troops would never have been so panic-stricken as to leave Pingyang to its fate. Hence Chang Taotai was the real cause of her late husband's defeat and she asked that he should also be punished. For this reason Chang Taotai is once more under arrest to answer for the crime of having supplied "antiquated weapons made of sheet iron" to the Sheng division.

THE CHINA-JAPAN TREATY AND THE POWERS.

(1st May.)

The situation in the Far East has, if anything, grown more critical during the past week, that is, if the reports which reach us through Reuter's agency are reliable. It is true that the position has not greatly changed, but the danger of collision appears to have grown. The dissenting Powers (Russia, France, and Germany) have protested against the terms of peace exacted from China, so far as they relate to the cession of territory, and the Japanese Government are reported to have replied that, in the present excited state of public opinion in their country, they practically dare not moderate those terms, as to do so might lead to a rebellion. And this, we believe, is no idle fear. The war spirit has been deeply roused in Japan, and the patriotic feeling of the people would be up in arms at any attempt to deprive them of what they consider the rightful fruits of their well earned victories. Elated and encouraged by their successes on sea and land, the Japanese feel a confidence in their strength and resources which may be exaggerated but is quite natural and understandable. That confidence may even impel them to bid defiance to the protesting Powers, if they have to choose between civil strife and foreign war. Great as is the might of Russia, the Japanese Government might prefer to face her before the completion of the Trans-Siberian Railway, while she is practically cut off from her base in Europe, rather than have to reckon with an angry nation disappointed in their dreams of conquest and left with nothing but the barren husks of the prizes they had reckoned on enjoying. Meantime the MIKADO has ratified the Treaty, and it now only awaits the signature of the Emperor KWANG SU to complete the settlement between the two nations. As we intimated in a former article, there is always this difficulty ahead of the Treaty—the Chinese Government may, at the last moment, refuse to ratify the act of their Envoy on some plea or other, and the protest of the three Western Powers above named is certainly calculated to encourage them to take such a course. The prospects of a complication are, therefore, it will be seen, considerably increased by the action of some of the neutral Governments. The presence of so large a Russian fleet in these waters must, moreover, acquire a sinister significance both to China and Japan in the presence of her strongly worded remonstrance against the occupation by the latter of any Chinese territory on the mainland. It is true it is stated that the protest is a friendly one, but the gathering of a large naval force, and the dispatch of reinforcements to the garrisons in Siberia, are not too reassuring to the Japanese mind of purely pacific intentions on the part of Russia.

Nevertheless we are loth to believe that the Czar will lightly permit himself to be drawn into a conflict which may give rise to still further complications. The object of the Russian Government in protesting against the annexation by Japan of any part of Manchuria is professedly an unwillingness to allow the insular kingdom to acquire any foothold on the mainland, but France apparently entertains as strong an objection to Japan securing Formosa as an addition to her island chain. Is it not, however, quite possible that both objections might be dissolved by the application of some remedy? Russia covets a port on the Pacific that would remain open to navigation during the icy months of winter. She also desires some further rectification of her frontier, the better to secure her new railway. Surely it is not beyond the resources of diplomacy to

provide for both these aspirations. The British Government would be perfectly willing to see them gratified; that very dear friend the French Republic would not be disposed to cavil, and Germany would feel constrained to follow suit and give her sanction to the necessary appropriation from the territory of China. With Russia thus securely seated as a great Power on the Pacific coast and Japan in possession of Port Arthur, Formosa, and the Pescadores, with China reduced to an invertebrate and therefore dangerous condition, Great Britain would find it essential for the protection of her vast commerce in the Far East to have a naval station to the north of Hongkong and within easy reach of Shanghai. She should therefore negotiate for the cession of Chusan and dependencies. That island has already twice been in her possession, and now the need for it as a naval station has become urgent no false scruples should be allowed to stand in the way of its acquisition by purchase. China should at the same time be asked to cede so much of the adjoining peninsula of Kowloon as will enable us to provide adequately for the protection of Hongkong and the suppression of gambling in Kowloon city, which does so much to ruin and demoralise the Chinese servants and workmen of this city. No doubt our French friends would be ready to exclaim and protest against these trifling territorial concessions, but they have their own little bill against China, which might be settled at the same time, and all parties be thus satisfied. The incursions of Chinese soldiers into Tonkin, where they engage in acts of brigandage of an intolerable kind, ought to be put a stop to for the future and past offences atoned for. How this can be best accomplished it is for French officials to suggest, but it is idle for the Chinese Government to disclaim responsibility or to plead inability to prevent recurrence of such acts. The soldiers have hitherto been encouraged to go in search of loot in Tonkin in compensation for arrears of pay. Now is the time for the squaring up of accounts with China, who has so long evaded her obligations with unblushing impunity, and it would be only bare justice that, to prevent further complications, she should be made to assist by timely concession in the amicable settlement of questions growing out of the terms of the Treaty of Peace which, if left to smoulder, may by and by break into a conflagration.

(8th May.)

The political horizon in Eastern Asia is again a little clearer. The cloud that seemed to be rising so portentously between Russia and Japan is dissolving without the storm it foreboded, and the prospects of peace in this part of the world appear more secure from disturbance. While it was evident that there was some danger of a collision between the Colossus of the North and the newly risen Sun of the Far East, we always entertained the hope and belief that matters would be arranged before the parties drifted into war. Neither Power wanted to fight. The Japanese have already expended much blood and treasure in the contest with China, and have won great honour and credit as a result of the campaign, which might be lost in a struggle with their great northern neighbour. Russia had no wish to engage in a conflict in a region so far from her base, in seas where she has but one port at which to coal, and to engage a foe whose measure she has not taken, and who, to say the least, would give her great trouble. Moreover, Russia, on this occasion, brings forward no special demand; she merely objects to a new military Power acquiring a foothold in Manchuria, territory too nearly adjoining her new Trans-Siberian railway to be comfortably handed to a new

and strong holder. It is true that at first the Japanese Government adopted a rigid and unyielding attitude, as they were well entitled to, but later the counsels of prudence prevailed, and it is reported they have consented to relinquish the Liaotung peninsula in consideration of some other concession, believed to be an augmentation of the indemnity. But whatever this condition may be, it is satisfactory to find the threatened war cloud has blown over, and that the two nations are not about to commence a contest the end whereof could not easily be predicted. It has been freely stated that the Russian Government, true to its traditions, only desired to make use of the present crisis in order to secure a fresh rectification of their frontier: that, in short, they wished to repeat the diplomatic feat of 1860, when without striking a blow they managed to add a considerable province to the Czar's dominions in Asia. It was believed, also, that they objected to any other Power obtaining any footing in Korea, lest the peninsular kingdom should be prevented from falling, when sufficiently ripe, into the eager mouth of the Muscovite Bear. It was generally thought that, sooner or later, ere that time arrived, the King of Korea would be asked to cede a port in southern waters to Russia, to enable that Power to maintain her seaward communications through the winter months. Did Russia cherish such a design, and, if so, has she relinquished it because Japan has become tutor to Chosen?

It may well be doubted whether Russia has abandoned any of her projects for the strengthening of her position on the Pacific. If she has nourished them during the period she believed in China's strength, and under that conviction gave up a large part of Kuldja rather than incur the enmity of the mandarins, she is not likely, now the hopeless weakness of China has been demonstrated, to pursue a similar policy of concession to her in the future. In fact, it is only too evident that the Chino-Japanese War has acted as an eye opener to every civilised State in the world. China has been weighed in the balances and found miserably wanting. The corruption known to be rampant throughout her administration has been proved to be hopelessly incurable. China is a vast jelly-fish, devoid of moral backbone or fibre, saturated with one universal insatiable longing to squeeze, a longing it is useless to try to appease. Any attempt at reform or improvement in China must come from without, must be urged with unrelaxing energy, and still may fail to make any visible impression. The Press in Great Britain have with singular unanimity recognised this fact, and that of other European countries has followed suit to a very large extent. There is no longer any talk of an Anglo-Chinese or Russo-Chinese alliance; the idea of shackling a great civilised Power to a mass of festering corruption like China has been completely given up. A Russian journal, the *St. Petersburg Bourse Gazette*, writing on this subject, says "it would be a positive crime on the part of Europe to attempt to rehabilitate China. Millions upon millions of helpless people are groaning under the cruel despotism of the Manchu dynasty, and it has now become the sacred duty of the civilised humanity of Europe to sweep from the face of the earth the last traces of this antediluvian and accursed terror. The great mission of the seven European Powers to whom China now appeals is to introduce a new and civilised system of Government, and to see that the Manchu sovereignty is not succeeded by a Japanese despotism." Some of this is rather funny coming from the source it does. It may be admitted that official corruption

in China has reached a pitch unknown in any other country, and the misgovernment is grievous, but it may be doubted whether there is not greater personal freedom in China than in Russia. As for Japanese despotism, the mild paternal rule of the MIKADO is further tempered by the representative institutions granted by His Majesty, and was never at any time to be compared with the despotic government of the CZAR. It is not the tyranny of the Government in China that is so oppressive as the pervading influence of the "official squeeze," which strangles all enterprise, condemns the people to live in sordid squalor, and taints the fountain from which justice should flow, perverting it into an engine of fraud and tyranny. China is now, thanks to Japan, helpless for offence; even her few old yellow fangs have been drawn; she is powerless to do any mischief save to trade and her own people; and it should be the business of the Treaty Powers to prevent her from opposing obstacles to the expansion of native industries and commerce with foreign countries. Let China be opened up at the dictation of the Treaty Powers, the construction of railways by foreign capital be permitted, the imposition of lekin on foreign goods prohibited and some light payment to the provincial Government at port of entry in addition to the customs duties be substituted therefor. But there should be no protracted parleying at Peking; the time for those endless negotiations has gone by. Count Iro has shown how it is possible to assist the mandarins to make up their minds, and it is hoped that Western diplomats will not prove too dense to con the lesson. Long and painful experience, detrimental to China and humiliating to civilised Powers, has shown that argument is lost upon a Government whose weapons are duplicity and procrastination carried to their extremest limit.

CIVIL SERVICE REFORM.

The Royal Commission appointed by the Government of New South Wales to inquire into the working of the Civil Service of that colony with a view to retrenchment has made its report. The report points out that "commission after commission has sat throughout the great English-speaking colonies to inquire into the causes which had made the Civil Service a byword and a reproach." The subject possesses some interest for us in Hongkong in view of the report of our own Retrenchment Committee, and the similarity of some of the conclusions arrived at. In the Hongkong report the following passage occurs:—"In cases such as the Magistracy, the Post Office, and the Harbour Office, amongst others, where the head of the department has stated that it is impossible for him to carry out the duties of his office with a smaller staff and where we have been unable to make further investigation into the matter, we are necessarily not in a position to make any recommendation in favour of any retrenchment, but we beg to call the serious attention of the Government to this point." In New South Wales the Commission appear to have had before them a good many heads of departments who were of opinion that no reduction of staff was possible. "Surprise is expressed"—we quote from the summary of the report given by the *Sydney Morning Herald*—"at the apathy displayed by some of the heads of the Civil Service on the subject of Civil Service reform, and the Commissioners were unprepared for the assurances given by a number of the permanent heads of departments and sub-departments that the service is, as a rule,

"not overmanned nor overpaid; that it is efficient, and that political patronage has not been exercised. The Commissioners can only conjecture that gentlemen so testifying are either ill-informed or are insensible to the nature and gravity of the inquiry." There is a popular assumption that the Civil Service of New South Wales is both over-manned and overpaid; that it includes a number of incompetent or inefficient officers; that its modes of procedure are more or less antiquated; that the economical and rapid despatch of public business is not its main object; that favouritism prevails in many quarters, and that it is a means of providing employment for relatives and friends of political adherents. The Commissioners' opinion on this subject is as follows:—"After the best examination we have been able to make of the system, we have come to the conclusion that, while the service has many admirable features, and contains officers as high-minded, as able, and as patriotic as perhaps can be found anywhere, the assumption above referred to is not without justification. The evidence we have taken proves that the Civil Service of the colony could be efficiently conducted with a much smaller staff than is now employed; that salaries and wages generally are on a much more liberal scale than is paid for equally responsible work outside; that, owing to the system of promotion by seniority rather than by merit, officers are forced into positions which they are not competent to fill." There is quite a long list of similar conclusions, which we need not quote. The Commission recommends the immediate cessation of new appointments to the service; also the cessation of increase of salaries to the existing staff of civil servants. On this point the report says:—"The evidence shows that many of the officers of the Public Service magnify the importance of their duties, and, as already mentioned, the tendency is for each to compare his work and remuneration with those in other Government departments. But when we compare the average salaries paid by Government with those paid by large institutions in the colony, which require of their employees capacity, education, and industry at least equal to what is essential in the Civil Service, it is seen that the rate of pay in the former is excessive. The result of a comparison which we have instituted between the salaries enjoyed by a large number of clerical officers in the Civil Service with those paid in seven banks doing business in the colony is to establish the fact that the rate of pay in the Civil Service is from 20 to 30 per cent. higher, and we are confirmed in our conclusions by the evidence given of salaries paid in mercantile establishments." The total expenditure on the civil service in New South Wales amounted last year to £2,816,995, and the retrenchments recommended by the Commission amount to about a quarter of a million, or say 9 per cent. In Hongkong the ordinary expenditure according to the estimates for the year in which the Retrenchment Commission sat, 1894, was \$1,982,281, and the retrenchments recommended amounted to \$79,000 only, or say 4 per cent., against which there was a recommendation that exchange compensation should be granted to the extent of \$125,000. The New South Wales people seem to have got something more tangible out of their Retrenchment Commission than this colony did, but it remains to be seen how far the useful recommendations that have been made will be carried into effect when the Budget is submitted to Parliament. We are more concerned, however, to gather lessons from the report for local application

than to speculate on what may happen in the Australian colony, and we may venture to make one more extract, which, though it may seem perhaps a comparatively trivial matter of detail, has a very direct bearing on the efficiency of the service. The following remarks might have been penned with direct reference to Hongkong:—"We may here make a general statement, applicable almost without exception to the whole of the departments, and that is, that the office premises are so constructed that a proper supervision is impossible, and that the accommodation available is not utilised to the best advantage. It is common to find a number of separate rooms, in each of which there are only one or two officers, and to find tables used where desks ought to be employed. In the Chief Secretary's office the chief clerk, who presumably ought to exercise supervision over the general staff, occupies a separate room." In this connection, too, it might be useful to recall the passage in the report of the Hongkong Retrenchment Committee in which they say:—"Every officer should be required to give honestly his six hours' work a day, and if it be thought necessary to grant time in the day for luncheon, that time should be made up by the office hours being fixed earlier than at present." Nothing, we believe, has been done in the direction of carrying out this recommendation and four-and-a-half or five hours may still be taken as the average length of the official working day.

THE GOVERNMENT AND THE UN-OFFICIAL MEMBERS OF THE SANITARY BOARD.

If there was an air of insincerity about the Colonial Secretary's letter to the Sanitary Board acknowledging receipt of the resolution with reference to the appointment of the Medical Officer of Health, the same charge cannot be brought in respect of the letter to the Hon. Ho Kai and Dr HARTIGAN accepting the resignation by those gentlemen of their appointment as members of the Board. "I am directed to acknowledge the receipt of your letter of the 27th instant tendering your resignation of your seats on the Sanitary Board, which His Excellency the Governor has been pleased to accept." So runs the missive, and there is no reason to suppose that the conventional phrase "has been pleased to accept" does not in this case reflect real pleasure, for the Governor's declared wish being to destroy the Sanitary Board the resignation of its members must necessarily be gratifying to His Excellency. But what is to be done now that the Sanitary Board has been virtually dissolved and the plague is not only at our gates but has actually made its appearance in the colony? We are not disposed to regard the situation with alarm so far as the probability of the disease becoming epidemic is concerned, provided reasonable precautions be taken. It was only to be expected, after the firm hold the plague got on the colony last year, that under similar climatic conditions it should reappear in sporadic form, but the occurrence of one or two isolated cases, while they ought to put the sanitary authorities on their guard, need not cause any great alarm. But the matter is not one to be trifled with; the plague has appeared and every reasonable precaution must be taken to prevent its spread, for neglect at the commencement might be attended with disastrous consequences. We may hope for the best, but we must be prepared for the worst. It is most unfortunate that the Governmental attack on the Sanitary Board should have been made at the present juncture.

If the disease should unfortunately spread and attain the proportions of an epidemic, then God help the colony, for we can look for little help from the officials, whose hostility to the Sanitary Board is an indication of the blundering nature of their policy. The crisis last year was dealt with by a permanent committee of the Sanitary Board who, in the words of the Governor's despatch to the Secretary of State (written before the hostility to the Sanitary Board had developed), "in conjunction with Dr. Lowson, Dr. PENNY, R.N., and Surgeon-Major JAMES, acted with extraordinary energy and efficiency." Under present circumstances extraordinary energy and efficiency seem too much to hope for. The Permanent Committee no longer exists. At the last meeting of the Sanitary Board some discussion took place on this point. Mr. F. H. MAY, the Vice-President of the Board, spoke of the desirability of filling up the vacancies on the committee, of which he was then the sole remaining member, and Mr. MAY himself has since left the colony. In reply to Mr. MAY's remarks, the Acting Medical Officer of Health, the officer who according to the Governor's idea should be able to undertake the whole of the sanitary work of the colony single handed, said "he was not quite sure whether he would have time to serve on the committee!" That is extraordinary and not at all reassuring. The Sanitary Board has been practically dissolved, consisting as it does now only of officials, and the particular official appointed with special reference to plague work is not quite sure whether he will have time to attend to it! Under the circumstances we can only hope that Providence will be kind to the colony and spare us any further visitation of the plague, for we are evidently ill prepared to cope with it if it comes.

REPRESENTATIVE GOVERNMENT IN HONGKONG.

The article which we recently reproduced from *The Times* on the petition of the inhabitants of Hongkong for an amendment of the constitution places before us the home view on the subject. At the time the petition was forwarded we expressed ourselves as not being very hopeful of its success and suggested that it would have been more useful to ask for the establishment of a Municipal Council than for an unofficial majority in the Legislative Council. This opinion is echoed by *The Times*, which, after setting out the reason which in its opinion renders the representative system inapplicable to the colony, says:—"This, however, is not a reason why, if Hongkong has just cause to complain of unnecessary Imperial interference with the administration of purely local affairs, some remedy for the grievances of the colony should not be found. The establishment of a Municipal Council with power to control certain local expenditure, the introduction of an unofficial member to the executive council, or other means of gratifying the very laudable desire of the citizens of the colony to be responsible for the administration of local affairs which concern them more nearly than any one else might be agreed upon without calling for the intervention of the House of Commons." Without going so far as to suggest that this article was officially inspired we think it may not unreasonably be taken as embodying the views entertained in Downing Street. If that be so, the reference to a Municipal Council is noteworthy, as it goes to confirm the opinion that if the colony wants a Municipal Council it has only to ask for it. Some

ten or twelve years ago the feeling in favour of the establishment of such a body seemed to be rather strong, but no definite action in the matter was then taken, and of late years the pendulum appears to have swung a little in the opposite direction. The crisis brought about by the Government's arrogant hostility to the Sanitary Board has, however, caused it to be recognised that something should be done to secure greater control to the ratepayers over purely local affairs. The determination of the Government to dispense with the assistance of the unofficial members of the Sanitary Board—all men having exceptional qualifications for the duties of their position—in order to hand the sanitation of the colony over to a young army surgeon without any special training or proved aptitude for the work is so outrageous that it could not possibly be approved of at home, and a memorial to the Secretary of State praying that the Sanitary Board may be given wider powers and a more independent position would at once be granted. If it be the case that the leading members of the community do not desire a Municipal Council and would prefer not to be asked to serve upon such a body there is at all events very little difference of opinion as to the necessity of maintaining the Sanitary Board and giving it such an extension of power as may be necessary to enable it properly to carry out the duties suggested by its name.

THE MEDICAL OFFICER OF HEALTH AND HIS QUALIFICATIONS.

Since the colony is to have a Medical Officer of Health, whether independent of the Sanitary Board or as an officer of that body, it is desirable that the gentleman appointed should have full qualifications for the position. In the English Public Health Act of 1875 it was provided that "A person shall not be appointed medical officer of health under this Act unless he is a legally qualified medical practitioner." In the Local Government Act of 1888 the qualification was raised and it was provided that no person should be appointed medical officer of health of any county or district or combination of districts having a population of fifty thousand or more inhabitants unless he was also "the holder of a diploma in sanitary science, public health, or state medicine under section 21 of the Medical Act, 1886," an exception being made, as is usual in such cases, in favour of persons holding appointments at the time of the passing of the Act. If this qualification is considered necessary in England, much more ought it to be considered necessary in the case of Hongkong, where the application of sanitary science to unusual conditions presents a difficult problem requiring for its satisfactory solution special technical knowledge. Dr. WESTCOTT, who has been provisionally appointed to the office, is an army surgeon, and, so far as we are aware, his attainments command the respect of his fellow medicos, but *prima facie* it would not strike one that the selection of an army surgeon was the best that could be made for the position, except possibly to fill it temporarily, and Dr. WESTCOTT's letters read at a recent meeting of the Sanitary Board, in which he referred to the drainage of Shauiwan and announced his intention of making himself acquainted with the organisation of the Board's staff seemed to indicate that he was not specially familiar with sanitary science. We hope his services may prove of advantage to the colony as long as he holds the temporary appointment, but for filling the office permanently a man possessing the special qualifications

required by the local Government Act of England should be got out from home. It is, we think, unfortunate that in the Ordinance recently passed establishing the office of Medical Officer of Health the minimum qualifications were not inserted in the terms used in the English Local Government Act, but seeing that those qualifications are not yet held by the majority of doctors and the difficulty there might consequently be in filling temporary vacancies there may have been good reason for the omission. On looking over the local Medical Register as published in the last issue of the *Gazette* we see that Dr. CANTLIE holds the certificate of health of the Royal College of Physicians, London, and that Dr. HARTIGAN is a diplomate of state medicine of Dublin, but with these exceptions none of our local doctors seem to have taken qualifications of this description. That the colony should have been deprived of Dr. HARTIGAN's services as a member of the Sanitary Board in consequence of the Government's hostility to unofficials having anything to do with public questions, especially questions of sanitation, is under the circumstances particularly regrettable.

THE DRAINAGE SYSTEM.

Now that the unofficial members have been compelled to leave the Sanitary Board the drainage arrangements of the Government are likely to escape some of that wholesome criticism to which they might with advantage be subjected. The Hon. HO KAI, however, as a member of the Legislative Council, can keep the ball rolling, and we trust he will take an early opportunity of ascertaining, by questions addressed to the Government, the real position in regard to this important subject. Speaking in Council on the 12th June last, when the plague was raging in our midst, the Governor said:—"What we want, as was well said in the paper this morning, is not so much a house-to-house visitation as a drain to drain visitation, and, unless we can flush these drains regularly, I am afraid we shall not get rid of the seeds of the disease. It would be retrograde of me to say, perhaps, that the separate drainage system was a failure, but I cannot help being of opinion that the proper system, if it could be carried out, for Chinatown would be the surface system—(hear, hear)—which is in force in the West India Islands, where I have resided. There you see everything above ground, whilst here you do not see the dead cats, the dead rats, and old rags that fill up the drains and cause such an intolerable and dangerous nuisance." His Excellency enclosed a report of this speech in one of his despatches to the Secretary of State, and Lord RIPON in reply wrote:—"Mr. COOPER has been consulted informally with regard to the drainage question, as affected by the plague; but as to any measures to be taken for the prevention of similar troubles hereafter, by promoting sanitation and prohibiting overcrowding, I prefer to wait until you have been able to consult him after his return to the colony; which is now imminent, and are able to submit definite proposals with some approximate estimate of the cost." Mr. COOPER has now been back nearly six months, but as yet no public announcement has been made with respect to the drainage question. Meanwhile everything continues as though the underground system was to be permanently continued, the drainage of new houses and the re-draining of old ones being conducted in accordance therewith, which would be a great waste of money if it were in contemplation to carry out the recommendation of the Permanent Com-

mittee and adopt the surface system for Chinese houses. The Governor has expressed himself in favour of that system, the Permanent Committee have recommended it, and the public approve of it. But it looks as though we were to be permanently condemned to the underground system, whether we like it or not. Whether the Governor has dismissed the matter from his consideration, or has yielded to the representations made to him by the head of the Public Works department, we do not know, but in view of the recommendations that have been made and the uncertainty that prevails, it appears desirable that some public announcement of the decision arrived at, if there has been any decision, should be made.

AN ANTI-FOOTBINDING SOCIETY.

The Society formed at Shanghai with the object of combatting the evil of footbinding amongst the Chinese should command the adherence and support of the European communities at all the treaty ports and in Hongkong. Whether the presentation of a memorial on the subject to the Emperor is likely to have much practical effect may perhaps be doubted, but it is bound to do some good, by bringing the matter into public notice; and, as has been urged, it is only in times of stress and danger—and the present is such a time—that the Chinese, from the highest to the lowest, can be induced to take any new step. It is of course easy to throw ridicule on the movement; most philanthropic movements seem to lend themselves to this form of attack; and in the present case the opponents of the Tien Tsu Hui can use the practice of tight lacing amongst European women as a *tu quoque*. This has been done at Shanghai. There is, however, no real comparison between the two practices. Place an everyday English girl, with her fondness for healthful exercise and her proficiency in outdoor games, beside a crippled Chinese girl, and the absurdity of trying to institute any comparison is at once apparent. Even granting, however, that tight lacing amongst European women exists to such an extent as to constitute a real evil, that surely is no reason for discouraging an attempt to combat a much greater evil. We in Hongkong do not see so much of the direct suffering caused by footbinding as do residents in Chinese cities, but it cannot wholly escape our attention, and occasionally in the Chinese quarters little girls may be seen lying on the floor or the bed writhing under the agony caused by the cruel custom. If by combined effort on the part of European ladies there is any chance, however remote, of rescuing a few children from the suffering to which they would otherwise be condemned surely it is worth the trial. Custom perhaps deadens our sensibility to the enormity of the evil. One of the speakers at the recent meeting at Shanghai, Mr. A. LITTLE, remarked that he was in China, he supposed, for twenty-five years before he gave the subject a thought, but ten years ago, on his first visit to Chungking, he stayed at the house of a Chinese merchant, and he really could not sleep at night on account of the cries of a little girl whose feet had just been bound. Probably there are many who, like Mr. LITTLE in the earlier part of his residence, have not given the subject a thought, and who have not been awakened to it by any such painful experience as that gentleman records. All the more reason why the Tien Tsu Hui should exert itself to rouse public opinion amongst foreigners and natives alike. And to show that the attempt to rouse public opinion amongst the natives is not such a forlorn hope as might be imagined we may quote the

statement made at the Shanghai meeting by the Rev. J. MACGOWAN, who said that, as a result of the efforts of a small local society, to-day in Amoy there were hundreds of young girls with natural feet and there were fully a thousand people connected with the society. We wish the Tien Tsu Hui all success and would be glad to see the Hongkong Government assist the movement by making footbinding in Hongkong a punishable offence. As the practice of suttee and immolation under the car of Juggernaut have been put down in India, we have no doubt the inhuman practice of footbinding could with ease be put down in this colony. Any action taken in that direction would be supported by a section of the natives themselves, some of whom would be glad of a good excuse for failing to comply with a practice which fashion forces on them, but of which they disapprove.

A PUBLIC LIBRARY FOR HONGKONG.

A public circulating library has hitherto been a great want in Hongkong. Both Shanghai and Singapore have such institutions, and both do excellent work. A circular issued by the Secretary of the Shanghai Library a few years ago contained the following passage:—"May I be permitted to add that the Shanghai Library supplies a real public want. The number of those who belong to a Club library, or who can afford to buy books for themselves, is extremely limited, and the members of that fortunate class who are at the same time subscribers to the Shanghai Library, although they themselves may derive no benefit from a payment which after all they scarcely feel, may take pleasure in reflecting that, in throwing open the Library to the general public they are assisting to place within the reach of many to whom otherwise they would be denied the solace and pleasure which only books can afford." From the report for 1894 we learn that the number of subscribers to the Shanghai Library last year was larger than in any year since the foundation of the institution in 1849, there being 181 on the list, and that 13,468 books were circulated to subscribers; also that a brisk circulation of magazines, reviews, and periodicals was maintained throughout the year and that the reading room was well attended. We are pleased to learn that a movement is on foot to establish a similar institution in Hongkong. The initiative was taken some months ago by the Odd Volumes Society, which collected a number of books as a nucleus, chiefly donations from friends, and the number has been steadily added to ever since. Steps are now being taken to place the institution on a permanent basis as a public library. Notice is given in the *Government Gazette* that it is intended to introduce "An Ordinance to provide for the incorporation of a body to take over and maintain the Hongkong Public Library, and for other purposes in connection therewith." The preamble recites that in July, 1894, a public library entitled the Hongkong Public Library was established and has hitherto been supported and carried on by voluntary contributions and that Mr. G. B. DODWELL, the Hon. J. H. STEWART LOCKHART, and Mr. R. SHEWAN are the present trustees of the said library. It is provided by section 2 of the Bill that the affairs of the library shall be managed by a Board consisting of nine members, viz, two to be appointed by H.E. the Governor, the Colonial Secretary as an *ex officio* member, and six members elected annually by donors and

subscribers to the library. Mr. T. JACKSON and Colonel MULLOR are to be the members appointed by the Governor in the first instance and Dr. CANTLIE, Rev. R. F. COBBOLD, Mr. G. B. DODWELL, Mr. E. H. SHARP, Mr. R. SHEWAN, and Mr. A. WOOLLEY are to be taken as the elected members for the first period of one year. The Board is constituted a body corporate with full power to maintain and manage the library, and the Governor is authorised to make a preliminary grant and an annual contribution, the amounts of which are left blank in the draft Bill. Such a much needed institution cannot fail to be successful if it is well managed, and the names of the gentlemen constituting the Board are a sufficient guarantee that that will be the case. It is unfortunate that the City Hall Library cannot be amalgamated with the Public Library, but the terms of the trust deeds of the former preclude that, we understand, though it cannot have been the original intention that the splendid collection of books which line the reading room at the City Hall should remain comparatively inaccessible. The circumstances would justify the Government, we think, in dealing with the obstructive trusts in the spirit in which many trusts have been dealt with by the Charity Commissioners in England for the public benefit, and the necessary legislative sanction for that course might usefully be incorporated in the present Bill.

GENERAL BARKER'S FAREWELL.

(1st May.)

To-day Lieutenant-General BARKER bids farewell to Hongkong after five years' service on the station. The gallant General during his residence amongst us has earned the good opinions of the entire community and will carry with him their best wishes. His connection with the colony has not been entirely of a military character, for at a somewhat critical period in its history he was called upon to administer the government, namely, from May to December, 1891, and again for a few weeks last year he acted as Sir WILLIAM ROBINSON'S *locum tenens* during the latter's visit to Japan. It will be remembered that when Sir WILLIAM DES VŒUX resigned the Government in 1891 the relations between the unofficial members of Council and the officials were somewhat strained, and the task that lay before General BARKER when he was sworn in as Acting Governor was not an easy one, but he accomplished it with eminent success, displaying firmness coupled with fairness and a determination to master the intricacies of every subject brought before him for his decision. Various important Ordinances were passed during his first administration, dealing with such diverse matters as the prohibition of time bargains in shares, the protection of women and girls, the regulation of the trade in raw and prepared opium, and the amendment of the Building and Merchant Shipping Ordinances. Although opinions were strongly divided on some of these measures all parties were well satisfied with the manner in which General BARKER discharged his difficult duties as the head of the Government. More recently General BARKER placed the colony under renewed obligations. When the plague broke out last year he took upon himself the very grave responsibility of sanctioning the employment of the men of the garrison in combatting it. In the late strike also he placed the services of volunteers from the garrison at the disposal of the colony for the working of cargo. The colony owes him a debt of gratitude in

respect of both these matters, and it is fitting that the circumstance should be recalled on the day of his departure. In cordially wishing the General and his family a pleasant voyage and all happiness in the future we are sure we express the sentiments of the entire community.

THE CHINA-JAPAN TREATY.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]

SHANGHAI, 3rd May.
The Treaty was ratified by the Emperor Kwang-su yesterday.

The Viceroy Li Hung-chang proceeds to Chefoo to exchange the ratifications.

[Havas Telegrams.]

PARIS, 25th April.

Russia has decided to oppose the cession of the Liaotung Peninsula, but a pacific solution is hoped for owing to the understanding between Germany, Russia, and France.

PARIS, 26th April.

The Russian Press menaces England in case of her giving her support to Japan.

[REUTER'S TELEGRAMS.]

LONDON, 30th April.

Japan has answered the protest of Germany, Russia, and France, but the gist of their reply has not yet been made public.

It is not correct that the troops in Formosa have mutinied and killed a General.

LONDON, 1st May.

The Times states that Russia is preparing to mobilize her forces, although it is not considered there is any necessity for her so doing.

The objections of the French press to coercing Japan in the present crisis are increasing.

The German press expresses distaste for, and distrust in, the wisdom of Germany cooperating with France and Russia in the present crisis.

LONDON, 2nd May.

The Times Kobe correspondent wires that the Japanese Ministry has resolved to resist Russian dictation.

LONDON, 3rd May.

The Emperor has summoned Li Hung-chang to Peking.

LONDON, 4th May.

The Journal des Debats learns that Japan has offered to surrender her claim to the Liaotung Peninsula with the exception of Port Arthur, receiving some equivalent for this concession, the nature of which has not yet been decided upon.

A satisfactory settlement of the question is imminent.

LONDON, 6th May.

The Times states that the Emperor of China has ratified the treaty of peace on Thursday last.

LONDON, 7th May.

The Powers have been officially informed that Japan abandons her demand for the cession of the Liaotung peninsula, including Port Arthur.

The Foreign Squadrons are assembling at Chefoo.

The ratification of the treaty of peace has been confirmed from Peking.

THE SITUATION IN FORMOSA.

[FROM A CORRESPONDENT.]

Anping, 30th April.

The news of the outbreak at Tamsui has caused a great sensation here, and although there is apparently no cause for immediate alarm, there is little doubt that all are very uneasy as to the future. In spite of orders from Peking to surrender the island to the Japanese, the people seem determined to fight to the last. The situation simply amounts to this—if the Japanese come to take possession a rebellion will ensue, and the consequences will be more disastrous than actual warfare. The people and soldiers are exasperated to a degree, and the recent riot in the North clearly shows that an outbreak may occur at any moment. It would seem that nothing but foreign intervention can save the island from overwhelming disaster. If the people could only be induced to submit quietly to the new regime trouble might be avoided, but with the Black Flag Commander at Takow, blocking up the entrance, recruiting on all sides, it is hard to believe that the oc-

cupation will be accomplished without stern resistance.

Proclamations are posted in the city of Tainanfo calling upon the people to fight to the last, and urging them to surrender the island to the English rather than let the Japanese take possession.

Business is again at a standstill, and the foreigners at Anping are agitating for more protection.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]

ANPING, 3rd May.

Forty Marines have been landed here to guard the Settlement.

The country is much disturbed.

Ten thousand dollars' worth of opium and treasure has been robbed on the high road to Lokang.

[REUTER'S TELEGRAM.]

LONDON, 6th May.

The Black Flags in Formosa continue turbulent and British and German Marines have been landed at Anping for the protection of foreigners. British armed launches patrol Takow harbour.

RIOT AT TAMSUI.

About a week after the publication of the twenty-one days' armistice granted by Japan to China, we published in these columns news received from Taipeifu (Tamsui), the capital of Formosa, in which it was stated that the Governor, H.E. Tang, had a difficult question to answer when a deputation of the leading citizens and gentry of the island called upon him asking why Formosa had been excluded from the armistice, since the island was a portion of the dominions of the Emperor of China, and the inhabitants had always loyally sided with the government and paid their taxes to it, and that Governor Tang could only reply that he would wire to the Tsung-li Yamen to include Formosa in the armistice, and if this were refused to repudiate the agreement of a truce, etc. Ever since then, according to a telegram to the local mandarins on Saturday night from Taipeifu, the people of Formosa, and of Taipeifu especially, have been in the greatest state of excitement and ferment. So much so, that the yamens of the various officials from the Governor downwards had to have their guards doubled and the city garrison be kept constantly on the alert for fear of an *emeute* by the populace. On Thursday and Friday last (25th and 26th April) it was observable that matters were gradually coming to a climax; that the latent wrath of the populace was only waiting for the slightest pretext to fire up, and that the mandarins and Anhui troops were looked upon with anger by the natives, high and low, as having been, by their conduct in Manchuria, the cause of all the subsequent disasters to the country at large. Then came the report, gently rumoured on Thursday afternoon, that Formosa had, after all, been ceded to Japan. The people became manifestly restless, and as most of them have been armed and formed by the Governor into militia regiments, a number of the most violent began to call upon the rest to take matters into their own hands and elect their own leaders to fight the Japanese. But the news of the cession not being confirmed that day, the excitement died away a little. On Friday morning telegrams were received by a number of the leading citizens from their correspondents in Shanghai, Peking, Amoy, and Hongkong confirming the news of the day before, namely, that Formosa had been ceded in perpetuity to Japan, and that that country was about to publish proclamations to the people of Formosa to conform to Japanese dress, custom, etc. With these telegrams in their hands, excited and agitated beyond measure, and partly compelled by a numerous mob of the populace—the militia remaining in their quarters in sullen silence, waiting for the signal—the leading citizens and gentry of the city, who had called on the Governor on the first occasion, went in a body to that official's yamen and asked him if the news were true. The Governor, who had been apprised by telegrams from Peking of the cession of the island, could only reply in the affirmative, but he tried to soothe his visitors by declaring confidentially his opinion that the Emperor would never consent to the Viceroy Li's arrangements. But he spoke to deaf ears; the Governor's reply that the news of the cession was true was speedily transmitted from the audience hall to the mob in the street leading to the yamen and a great uproar and cries of "Down with traitors!"

"Drive out the Anhui cowards!" were heard from the whole populace. The Governor then tried to retain his visitors, but before he could do so more than one-half of them had already hastily and unceremoniously left the audience hall and joined the mob, who looked towards them as the leaders. Governor Tang then begged of the rest who still remained in their seats to assist him in quieting the people, promising them that if the Emperor really intended to abandon them he himself would lead them and fight the Japanese to the death. But all was of no avail in the excitement that then prevailed. Colonel Yang, the Governor's chief aide-de-camp, then asked and received permission to take with him 300 of the Governor's guards to quell the riot. No sooner, however, were they seen by the mob than a perfect hail of missiles and musketry rained down upon the soldiery, resulting in Colonel Yang and thirty-three of his men being killed before the guards succeeded in returning within the yamen gates, being aided in doing so by some 200 of the same regiment rallying forth to cover the retreat. Shortly afterwards a body of men of several Cantonese and Kwangsi regiments, under the Commander-in-Chief, Admiral Yang of Amoy, arrived on the scene, having come from the suburbs of Tamsui. These troops—all picked men—being respected and feared by the mob, quiet was soon partially restored by the latter dispersing, but not without first vowing vengeance at whomsoever should attempt to give them over to the Japanese. The streets were, according to latest telegrams on Sunday at noon, patrolled on Saturday night by the troops—the militia, still remaining in their quarters, sullen but watchful. There are, however, yet fears of another *emeute*, as an uneasy feeling prevails all around, and there is a subdued excitement which may break out at any time. No foreigners, it seems, have been interfered with by either populace or soldiery, the feeling against the Anhui troops being too intense for any other consideration. There are in all about 12,000 Anhui men, who belong to the Viceroy Li's Huai army.—N. C. Daily News.

JAPANESE IMPERIAL PROCLAMATION.

For the following translation of a Proclamation recently issued by H.I.M. the Emperor we are indebted to the Japan Mail:—

Convinced that through peace national prosperity is best promoted, and that the preservation of peace is a duty bequeathed to Us by Our Ancestors, it has ever been Our object since Our accession to the Throne to confer lasting advantages upon the realm by the maintenance of tranquillity. Unhappily, a rupture occurred last year in Our relations with China, with the result that war was forced upon us, which during the long period of over ten months it was impossible to bring to a termination. During that interval, Our Ministers of State, in concert with Our Army and Navy, as well as with both Houses of the Diet, have done everything in their power to further Our aims and fulfil Our instructions. At home nothing has been neglected in the way of elaborating plans, supplying funds and material of war, and perfecting the national defence. Abroad, heedless of storm and tempest, of the biting cold of winter and of the searching heat of summer, Our expeditionary forces have triumphed over all difficulties and hardships, and the Flag of the Rising Sun has been everywhere borne to victory. While, on the one hand, Our soldiers and sailors have earned a reputation for discipline and humanity, the management of the foreign affairs of the realm has, on the other, been characterized by promptitude and sagacity, so that the honour and glory of Our Empire both at home and abroad have been augmented. These happy results are largely due to the illustrious virtues of Our Ancestors, but the successes achieved could not have been so complete had not the disinterested loyalty, valour, and earnestness of Our Ministers of State and all Our subjects contributed to secure them. It is Our earnest desire, with the aid of Our subjects' loyalty and sincerity and by their zealous co-operation, to restore peace and thereby attain Our great object of promoting the prosperity of this country. Negotiations for peace having now been concluded between the two Empires, and an

armistice having been proclaimed, the permanent cessation of hostilities is near. China's sincerity in repenting of her breach of faith with Us is already manifest, and the terms of peace negotiated by Our plenipotentiaries give us complete satisfaction. That peace and prestige have thus been secured simultaneously is attributable to harmonious co-operation between Our civil and military servants of State. A basis has been restored for working out the grand task bequeathed to Us by our Ancestors, while, at the same time, the weight of the responsibilities that we have incurred toward them is augmented.

The present is a fitting opportunity to declare to you, Our good subjects, the subjects that We keep in view, and to enlighten you as to the course of Our future policy. Gratified as We are that the victories recently obtained by Our arms have enhanced the glory of the Empire, We are nevertheless sensible that the road still to be traversed by the country in its march of civilization is long and arduous, and that the object unceasingly kept in view by Us since Our accession to the Throne remains yet unattained. We therefore hope, in common with Our loyal subjects, to be constantly on the watch against any feeling of self-content, and ever in a spirit of modesty to labour for the perfecting of Our military defences without exceeding the limits of wise economy, and to strive for the promotion of cause of education and refinement without engendering the vice of effeminacy. It is, briefly, Our wish that Government and people alike should work for the common end, and that Our subjects of all classes should strive, each in his own sphere, to lay the foundation of permanent prosperity and national strength. With regard to plans of military defences and financial adjustment, consequent upon the present war, the duty of adopting proper measures shall be entrusted to Ministers in whom we repose confidence, but in the matter of nursing the nation's resources by constant economy and frugality we have to reply upon the aid of Our good subjects.

It is hereby definitely announced that our strong displeasure shall be visited upon such as, in the pride of recent victory, offer insults to other States or do injury to our relations with friendly Powers. More especially with regard to China, the exchange of ratifications of the Treaty of Peace shall mark the restoration of friendship between the two Empires, and no endeavours should be spared to develop more than ever relations of neighbourly good-will with her.

It is Our pleasure that all Our good subjects shall respect and observe these Our plainly expressed wishes.

(Sign Manual.)

THE TERMS OF THE TREATY.

The following are the principal articles of the recent treaty of peace arranged at Shimonoseki between Viceroy Li and Count Ito, derived from official sources, and which may be considered as very nearly accurate, if not entirely so.

1.—Formosa to be ceded to Japan, and handed over within two months of ratification of treaty.

2.—Seven sub-prefectures and district magistracies in Liaotung, wrested from China, to be also ceded to Japan. Yingkow (foreign Settlement of Newchwang) to be also included in the ceded territory.

3.—Kuping Tls. 200,000,000, i.e., sycee used by the Board of Revenue, to be paid as war indemnity to Japan. Fifty million taels to be paid within six months of ratification, and another fifty million taels to be paid within the succeeding six months. The balance to be paid within six years, with 5 per cent. interest per annum.

4.—New treaty ports to be opened, such as Sooch w (Kiangsu), Hangchow (Chékiang), Shasi (Hrpeh), and Shaooh'ing (Kwaugtung). The interior of China to be also thrown open, in a general way, to international commerce. China to offer no opposition to the construction of cotton mills, or various trades and manufactures in any city or market town, village or hamlet, that may in future be deemed expedient.

6.—A Boundary Commission to be sent by the High Contracting Powers to delimit the new frontiers, within two months of the ratification.

7.—Japan will send 8,000 troops to hold Weihaiwei as a guarantee; China to pay Tls. 500,000

a year for the expenses of the force until the whole indemnity has been paid.

8.—Prisoners taken by either armies to be returned unharmed.

9.—Korea to be recognised as an independent Power.

10.—The commercial stipulations to be arranged within six months after ratification of the treaty. The armistice to be prolonged by three weeks to await ratification by China.

11.—Ratifications of the treaty to be exchanged at Chefoo on the 8th of May next.

12.—Chinese subjects in Japan to be amenable to Japanese jurisdiction, but Japan, on the other hand, retains her own extraterritorial powers, as heretofore, in China.

13.—China to engage to refrain from intriguing in Korea and to refuse audiences to Korea embassies appealing for Chinese interference, and such like.

A treaty of alliance, offensive and defensive, between China and Japan, with a proviso to allow Korea also to join and enjoy the benefits of the said alliance, has also been arranged between the respective Plenipotentiaries of China and Japan, to take effect immediately after ratification of the first named treaty; but this treaty of alliance is supposed to be a secret one, the terms of which are to be kept from the knowledge of the outer world. China, moreover, engages by this treaty to employ a large force of drill instructors from Japan for the Chinese land forces and even undertakes, when necessary, to entrust her navy to the command of Japanese naval officers. In this treaty, also, China promises to reform certain parts of her civil, military, and naval administrations upon Japanese lines, it being specially impressed upon China that unless a radical change be adopted in them China can never hope to contend successfully against foreign Powers in the future.—N. C. Daily News.

RELEASE OF THE "YIKSANG."

On Thursday Messrs. Jardine, Matheson and Co., the General Managers of the Indo-China Steam Navigation Company, received a telegram stating that the steamer *Yiksang*, which was seized by a Japanese warship off Taku, had been released, together with the cargo. It will be remembered that the *Yiksang* was taken by the Japanese because she had on board 220 cases of cartridges, but at the Prize Court held at Saseho, it was proved that the captain and officers did not know of the presence of the contraband cargo, which had been shipped by a German firm in Shanghai under a false declaration.

THE PLAGUE.

1st May.

No fresh cases of plague were reported yesterday, but one of the patients previously reported to be suffering from the disease died. A party of police have been detailed for house-to-house visitation work.

A proclamation was issued yesterday by the Governor in Council under section 1 of Ordinance No. 5 of 1895, prohibiting the immigration of Chinese from the port of Swatow from 30th April until further notice, owing to plague being prevalent in the neighbourhood of that port.

4th May.

Yesterday morning it was reported that there was a case of plague at Yaumati, and the patient was removed to the Kennedytown Hospital, but on arrival there it was found that the ailment from which he was suffering was not plague, and he is to be discharged to-day. There was a third death on Thursday night, the last of the plague patients, so that the colony is now free of the disease.

6th May.

No cases of plague were reported in the colony either yesterday or Saturday, so that we still continue free of the disease.

7th May.

There were two cases of plague in the city yesterday. One patient was a young girl who had been living some time in Pound Lane, and the other a woman who lived at Tai Wong Lane, Wanchai. The police took possession of both houses and thoroughly disinfected them.

8th May.

At noon yesterday according to the official returns, there were two plague patients under treatment in the Kennedytown Hospital, one

from Pound Lane and one from Tai Wong Lane, Wanchai, admitted during the previous twenty-four hours. These are the same cases that were mentioned yesterday.

FIRE ON THE M. M. STEAMER "MELBOURNE."

On account of fire which broke out in one of the holds of the M. M. steamer *Melbourne*, she was detained in Saigon and the Company's steamer *Manche* brought up her passengers and the mails.

[FROM A CORRESPONDENT.]

SAIGON, 29th April.

Yesterday, at eight o'clock in the evening, fire was discovered in the No. 2 hold of the M. M. mail steamer *Melbourne*. The fire originated in cotton loaded here, and was caused possibly by a spark, or more probably through the cotton having got wet, as at four o'clock there was a heavy shower.

Steam was at once applied and now they are pumping water into the hold. The passengers, luggage, and mail bags are being landed and it looks as though the damage and delay will be considerable. It is not likely that the steamer will be able to leave for some days.

The No. 2 hold is in the after part of the vessel.

EVENING.

The fire on board the *Melbourne* is not yet extinguished and the pumping is being continued. The steamer remains here for the present and the *Manche* leaves to-morrow morning with the mails and passengers for China and Japan.

The *Melbourne's* No. 2 hold is of course completely gutted, and the No. 1 hold, also in the after part of the vessel, contains a good deal of water and the cargo is much damaged.

The repairs to the vessel will occupy several days.

[SPECIAL TELEGRAM TO THE "DAILY PRESS"]

SAIGON, 1st May.

The M. M. steamer *Melbourne* sailed for Hongkong at 5 p.m. yesterday.

PRESENTATION TO THE COLONIAL SURGEON.

On the 30th ult. a large number of the members of the Hongkong Police Force assembled, with their wives and children, in the police compound, on the occasion of a presentation of a handsome diamond ring to Dr. Ayres, Colonial Surgeon, who is leaving the colony.

Mr. May made the presentation and said—Dr. Ayres, on behalf of the members of the Hongkong Police Force, I present you with this small token of their esteem and respect, and, I may add, affection for you on your leaving the colony, and we hope you will return again. For twenty-three years, as Colonial Surgeon of this colony, you have had under your charge the health of the men, women, and children of the Hongkong Police Force. How you have discharged that duty is recorded in the health reports of the force year by year. To your skill, to the great care you have taken of the health of all persons composing the force, to the improvements at the various police stations carried out on your recommendations, and to your improvements in the sanitation of the colony generally, is to be attributed the fact that year after year the health of the force has improved. But you have gone far beyond your mere official duties in your dealings with this force. There is not a man, woman, or child present to-day who does not owe you a deep debt of gratitude in many ways. I number myself amongst one of those who are deeply indebted to you. I remember when but for your care and untiring attention it was quite possible that I should not be standing upon my two legs; more probably I should be standing on one and a half. Your untiring care and your unceasing attention to all and especially those in the police force, with whom you have come in contact in the course of your professional duties, are, I may say, the admiration of all who have had the honour of knowing you, and there is no trouble, no amount of inconvenience to which you would not put yourself to relieve a sufferer or to re-establish the cheerfulness of those who are sick. Your name has become a household word to all in this force, and it is notorious that your kindness, your everlasting fund of good humour, and your ge-

nality generally, do more perhaps to restore to health persons whom you treat than all the medicine you know so skilfully how to administer. The Hongkong Police Force, their wives and children, bid you hearty farewell. They trust to see you back again restored to health, and they will give you a loyal welcome when they see your kind face back once more in this compound. (Applause).

Dr. Ayres, in reply, said he had always had much pleasure in attending the police force, because its members were very amenable to what he had to say, and they were always very kind to him, and did not give him more trouble than was necessary. He sometimes thought they overdid their kindness. They might have saved themselves considerable trouble if they had called earlier. (Laughter). It was not altogether that they did not care to trouble themselves, but that they did not care to take the physic. (Laughter). He hoped the health of the force would increase. He had hoped to see, before this, the Central Police Station slightly altered. In 1878 he did his utmost to urge upon the Government to build the Central Police Station on the site of the old hospital, and if his advice had been acted upon the Government would have saved a lot of money in building a new wing of the gaol. The ground was offered to the Government for \$15,000, but unfortunately it was decided not to accept the offer. In consequence of the great economy that had been practised the colony had been put to considerable expense. If there was as good a Police Station as there was a hospital he should be very well satisfied. In conclusion he thanked the members of the force for the kindness they had shown to him in every way and he hoped to return to the colony next October twelve months and find the force in good health.

RESIGNATION OF THE NOMINATED MEMBERS OF THE SANITARY BOARD.

Below we give the letter in which the Hon. Ho Kai and Dr. Hartigan tendered their resignation as members of the Sanitary Board and the Colonial Secretary's reply:—

Hongkong, 27th April, 1895.

Sir.—We have the honour to resign with much regret into the hands of His Excellency the Governor our appointments as nominated members of the Sanitary Board. While fully appreciating the good intentions of His Excellency in appointing the Medical Officer of Health, giving him his present status on the Board and investing him with independent powers, we are humbly of opinion that his present position and powers, unless considerably modified and in complete accordance with the unanimous resolution of the Board passed on the 22nd instant, are inconsistent with its constitution and dignity; and holding this opinion as we do, we are obliged, however reluctantly, to resign our seats on the Board.—We have the honour to be, sir, your most obedient and humble servants,

HO KAI.

WILLIAM HARTIGAN.

The Hon. J. Stewart Lockhart, Colonial Secretary.

Colonial Secretary's Office,
30th April, 1895.

Gentlemen.—I am directed to acknowledge the receipt of your letter of the 27th instant tendering your resignation of your seats on the Sanitary Board, which His Excellency the Governor has been pleased to accept.—I have the honour to be, sir, your most obedient servant,

J. H. STEWART LOCKHART,
Colonial Secretary.

The Hon. Dr. Ho Kai and Dr. Hartigan.

During a gale at Tientsin on the 22nd April the steamer *Taksang*, while attempting to move into deeper water at the outer anchorage, drifted upon the *Chungking* and in some way got the latter vessel's cable foul on her propeller. With the assistance of native divers, working under the direction of Captain Freeman and Mr. Macrae, of the Taku Tug and Lighter Company, the *Taksang's* propeller was cleared and the cable recovered. We (*Peking and Tientsin Times*) understand the *Chungking's* stern sustained some slight damage in consequence of the fouling.

PROSECUTION UNDER THE BUILDING ORDINANCE.

At the Police Court on Saturday, before Mr. H. E. Wodehouse, Mr. Edward Osborne, Secretary of the Hongkong and Kowloon Wharf and Godown Company, was summoned for erecting a shed, or structure of wood, upon Kowloon Inland Lot, No. 212, without the previous sanction of the Director of Public Works, as required by Section 48 of Ordinance 15 of 1889. The summons was taken out at the instance of Mr. H. E. Tooker.

Mr. Frederick Pearson, overseer of buildings, Public Works Department, said—On 4th April I noticed a wooden shed with a tiled roof at the back of the Kowloon Godowns. The shed is used as a dwelling-place. It was put up without the permission of the P.W.D. On the 16th April I served the notice produced on the Wharf and Godown Company. I served it on Mr. Georg, who accepted service. It ordered the Company either to pull down the shed or to obtain a permit. No notice was taken of the notice.

The defendant said the shed was erected in August of last year without permission. On the 16th April notice was given to the Company to abate the nuisance or to obtain permission. On the 17th April the Company applied for permission. Between the 17th and 20th April an officer of the P.W.D. inspected the shed. On the 20th April the P.W.D. asked of what material the shed was constructed. The Company answered on the 24th April. On the 25th April the Company received a letter stating that the shed could not be sanctioned, and on the 27th April he wrote asking the Department why the shed was not to be allowed. No reply was received, and on the 3rd May he was summoned. Between 17th and 20th April the officer who inspected the shed said it would not be necessary to remove it.

Mr. Tooker said the shed had now been removed, but he asked for a penalty as the defendant had not complied with the notice.

Mr. Wodehouse said it was evident that Mr. Osborne, as Secretary of the Company, wanted to know why the shed should not be allowed when there were similar sheds on the Praya occupied by coolies over night. As no answer had been vouchsafed to the civil letter sent, the Secretary felt justified in keeping up the shed. Mr. Osborne was not asking anything out of place, and his Worship therefore dismissed the case.

DEATH INQUIRIES.

On Saturday Mr. Wodehouse held an enquiry respecting the death of Frederick Henry Brown, son of Sergeant-Major Brown. The deceased, who was 24 years old, was drowned in a cesspool near Lyemooon Barracks, and it is supposed that he was playing there at the time. His Worship found that the deceased was accidentally drowned.

An inquest was also held on the body of the Chinaman who was burned to death at the fire at 19, Jervois Street. A verdict of accidental death was returned.

A similar verdict was returned in the case of a Chinaman who was accidentally shot at the rifle range at Kowloon during shooting practice by the Rifle Brigade.

THE AUDIBILITY OF THE GAP ROCK FOG SIGNALS.

The following report by the Harbour Master on the audibility of the Gap Rock fog signals has been forwarded to us by the Secretary of the General Chamber of Commerce:—

Harbour Department,
Hongkong, 30th April, 1895.

Sir,—In furtherance of my intention expressed to you when forwarding the finding of the Marine Court on the stranding of the *Polyphemus* on Jubilee Island, I yesterday visited the Gap Rock and afterwards proceeded in the *Fame* to a position south of the Rock approximate to that ascribed to the *Polyphemus* on the morning of the casualty.

From this position I steamed slowly towards Jubilee Island on a course nearly approaching that which took the *Polyphemus* on shore.

The fog signal on the rock was by my orders kept going every five minutes, and observations were made by me as to the distance from the

Rock at which these were heard, the result being as follows:—

2,394 yards distant	inaudible.
2,059 "	" slightly audible.
1,662 "	" audible.
1,678 "	" audible.
1,243 "	" audible.
2,587 "	" inaudible

The weather at the time was fine and clear, with a light S.E. wind.

The conclusion I come to is, that, on the windward side of the Rock, one sea mile is the extreme distance at which the fog signal should be expected to be heard, and even then it should be looked for with extreme caution; I would deprecate its being considered as anything more than a warning of approach towards the Rock itself, and would recommend its not being used for the purpose of navigating past the Rock on either side.

Further, after the enquiry, I see no reason for doubting that the fog signal was being properly worked on the morning of the 8th instant, or that the intervals were properly timed. The chief lightkeeper was attending to this duty himself, the remaining stock of gun cotton charges and detonators is correct, and with a clock within a yard of him when firing the charge I see no good reason to rely on the time taken on board the *Polyphemus* in preference to that taken in the Light room.

The Honourable Director of Public Works accompanied me on this occasion and kindly gave me his assistance in making the observations.—I have, &c.

R. M. RUMSEY,

Harbour Master, &c.

The Honourable J. H. Stewart Lockhart,
Colonial Secretary.

THE CURRENCY OF FRENCH INDO-CHINA.

An enormous quantity of Japanese yen are now in circulation in Cochin-China, says the *Progrès de Saigon*. The Chinese at Cholon, much inconvenienced by the scarcity of the ordinary dollars, have resolved to adopt this money for their transactions. The idea is an excellent one. The Japanese yen contains a few less centigrammes of metal than the Mexican dollar, but that does not matter. Our contemporary goes on to praise the yen as a coin and expresses the hope that it will be accepted by the Government departments.

The Hanoi correspondent of the *Courrier d'Haiphong* writes:—On Monday, 22nd April, a meeting of the Chamber of Commerce was held at which M. Verrier, Inspector General of the Colonies, was present. Very interesting questions concerning the dollar were discussed, on which the members of the Chamber were called upon to express an opinion. The first question was this—Is there a scarcity of dollars? No, was the almost unanimous answer of the members, and the proof is that up to the present neither the Bank nor the Treasury has ever been in want of dollars. Nor is there any greater scarcity in the interior, for payment of taxes is made almost entirely in dollars; it is very rarely that payments are made in notes. To this question succeeded the following:—Should the Japanese yen and the New British dollar be admitted to circulation in Indo-China? The Chamber was unanimously of opinion that they should, but on the express condition that the French trade dollar be admitted in Japan and the English colonies. Finally, should the trade dollar be reduced to the weight of the Mexican? To this the Chamber replied that long ago there ought to have been placed in circulation trade dollars of a value and weight equal to the Mexican dollar. The dollars hitherto struck by the metropolis having a value in excess of that of the Mexican it followed that they commanded a premium as soon as they appeared and that the Chinese immediately commenced dealing with them in such a manner as to drain them away, the dollars having almost completely disappeared at the present time.

The Nippon Yusen Kaisha is reported to have purchased the British steamer *Ardgay*, of 1,081 tons, and renamed her the *Shorikimaru*.

SUPREME COURT.

30th April.

BEFORE THE FULL COURT.

LEE KING & Co., Appellants, v. CARLOWITZ & Co., Respondents.

Mr. J.J. Francis, Q.C., instructed by Mr. V.H. Deacon, appeared for the appellants (the plaintiffs), and Mr. E. Robinson, instructed by Messrs. Johnson, Stokes and Master, for the respondents (the defendants).

The Acting Chief Justice (Hon. W. Meigh Goodman) delivered the following judgment:—

This is an appeal from a decision of Mr. Justice Ackroyd on a question of what damages ought to be allowed to Messrs. Carlowitz & Co. for a breach of contract on the part of the appellants, Lee King & Co., with regard to a charter party. It appears that by a charter party, dated the 19th December, 1893, between Messrs. Carlowitz & Co. as subcharterers and Lee King & Co., the original charterers, it was agreed that the steamer *Iser*, then on her way from Moji to Hongkong, should, after completing her then voyage, proceed with all possible speed to Moji direct (or via Kobe) and there receive from the subcharterer's agents a full and complete cargo of coal, and being so loaded should therewith proceed, with all possible speed, direct to the port of Hongkong, where, after delivery of cargo as per bill of lading, the voyage should end. It was also expressly stipulated by the charter party as follows:—"Steamer to arrive at Moji and be ready to receive cargo not later than the 20th January, 1894, or charterers to have the option of cancelling this charter. The original charterers to be at liberty to send their vessel via Nagasaki and or Kobe on her upward trip for their own benefit, but the detention must not exceed three days." Some modification was made by letter of the 28th December, 1893. Messrs. Carlowitz did not want the *Iser* at Moji sooner than January 11th, 1894, though they did want her there then or soon after that date, and Lee King & Co. wanted the *Iser*, which arrived in Hongkong by 28th December, unloaded as quickly as possible, before 1st January, New Year's day. Accordingly Mr. Andrew, as agent for Lee King & Co., wrote the following letter to Messrs. Carlowitz & Co.:—"Hongkong, 28th December, 1893. Messrs. Carlowitz & Co.:—Dear Sirs,—In consideration of your discharging the steamer *Iser* to allow her to sail on Sunday, 31st instant, we undertake not to commence lay days in Moji under the next charter before the 11th January, and our best will be done to place her at her loading port about 15th January, the time we are informed will suit the shippers.—Yours faithfully, John Andrew, agent for Lee King & Co."—The discharge was, accordingly, effected and the *Iser* sailed, and the position then was that Messrs. Carlowitz had a right to Lee King's best being done to place the *Iser* at Moji about 15th January, and they had a right to cancel the charter party if the *Iser* was not ready to receive cargo at Moji by 20th January at latest. On the 10th January the respondents wrote to the appellants to ask when the *Iser* would be at Moji. The appellants replied that they had telegraphed to Shanghai and the reply was:—"Expect to be ready Moji 21st January." The respondents replied protesting against this most strongly and informing the appellants that they would hold them responsible for damages and all consequences which might arise through late arrival of the *Iser* at Moji or late delivery of her cargo at Hongkong. On 15th January the *Iser* arrived at Hongkong instead of at Moji and on a voyage from Shanghai to Canton. This caused a further protest from the respondents, who had entered into a contract with Wing Yuen & Co. for the delivery to them in January of about 3,000 to 3,200 tons of Akaiki coal to arrive per steamer *Iser* or other, cash against delivery order. It was important, therefore, to the respondents to get the coal for delivery in Hongkong in January and they, therefore, chartered another steamer, the *Moray*, and despatched her to Moji on 18th January, but the *Moray* did not get back to Hongkong till 2nd February, and Wing Yuen & Co. then refused to take the coal, as the market had fallen, and Carlowitz & Co. sold the coal for less to other customers. On 22nd January the appellants wrote to say the *Iser* would be despatched in ballast direct to Moji at daylight next day, and the respondents did not

throw up the charter, but replied that they would note that the *Iser* was to be despatched and was going to commence her charter, adding they would soon be in a position "to ascertain all charges, interest, and losses, for which we shall hold you responsible." The *Moray* brought 2,590 tons 6 cwt. of Akaiki coal, and the *Iser*, which arrived at Moji on 20th January, loaded and left Moji on 1st February, arriving in Hongkong February 7th, bringing, with other coals, 677 tons 12 cwt. of Akaiki Coal, which, with the 2,590 tons per steamer *Moray*, was intended to have been brought to Hongkong by the *Iser* according to her capacity, if she had arrived in due time at Moji, and which was ready for her. It is clear Lee King & Co. did not do their best to place the *Iser* at Moji about 15th January, but that they used her for their own purposes, presumably for their own profit, and never placed her at Moji till January 28th. Messrs. Lee King & Co. sued for their freight and recovered judgment against Carlowitz & Co., subject to Carlowitz & Co.'s counterclaim for damages for breach of contract. The question of damages was referred to the Registrar, and as to those items he allowed, such as damages for detention of lighters, telegrams, &c., and interest on capital locked up, &c., no dispute now arises. There is no dispute that there was a most distinct breach of contract. The question the Court now has to decide is as to whether Messrs. Carlowitz & Co. can recover one particular item, viz., damages for the loss they sustained, owing to the fall in the market, with regard to the price of Akaiki coal, between the date when the cargo, ready for the *Iser* at Moji, would have arrived in Hongkong if the *Iser* had complied with the terms of the contract, and the date when that cargo actually arrived in Hongkong. It was admitted before the Registrar that no written notice was given by Carlowitz & Co. to Lee King & Co., and on the evidence I am of opinion no notice was given at all of the special contract of sale to Wing Yuen & Co. The respondents do not now contend that Lee King & Co. must make good the special loss occasioned by Wing Yuen's refusal to take delivery, but they contend they can recover the difference between the market price when the cargo ought to have arrived and the price when it actually arrived. The Registrar declined to allow this item. But, on appeal, Mr. Justice Ackroyd, "not without great hesitation" (as he said in his judgment), decided to allow it and refer the matter back to the Registrar, to enquire what the loss amounted to. The appellants appealed, and this is the matter for the decision of the Full Court. Mr. Robinson contended, broadly, that damages should be assessed on the principle of *restitutio in integrum*. However right, in theory, the principle that one party injured by another should receive in damages the precise amount of the loss occasioned to him by such injury, that is, that he be indemnified, it is utterly impossible, in all the various cases which arise, uniformly to apply that principle. The doctrine of *restitutio in integrum* is discussed in *The Argentine*, 13 P. D. p. 191, both by Lord Esher and Lord Justice Bowen, and the latter, at p. 201, points out the qualifications or restrictions to that doctrine. Mr. Mayne in his "Treatise on Damages," p. 9, says:—"The theoretical idea of damages is that they are to be a compensation and satisfaction for the injury sustained;" but he adds:—"Practically, however, there can hardly ever be a case in which they are completely so." He then gives examples. In considering the question before the Court we cannot decide as if there were no authorities for us to follow. General principles must be considered, subject to the express decisions of the English Courts, especially of such decisions as this Court ought to consider binding upon it. I will consider some of the cases, beginning with one decided in 1854, which has been repeatedly quoted with approval, as laying down the general rules as to the recovery of damages in cases of breach of contract. I refer to *Hadley v. Baxendale*, 23 Law Journal, (N.S.), Exchequer, p. 179. This case decided that—"Where two parties have made a contract which one of them has broken, the damages which the other party ought to receive in respect of such breach of contract should be either such as may, fairly and reasonably, be considered arising naturally, i.e., according to the usual course of things, from such breach of contract itself, or such as may reasonably be supposed to have been in the contemplation of both parties, at the time they made the contract, as the probable result of the breach of it. Now,

if the special circumstances under which the contract was actually made were communicated by the plaintiff to the defendant and thus known to both parties, the damages resulting from the breach of such a contract which they would reasonably contemplate would be the amount of injury which would ordinarily follow from a breach of contract, under those special circumstances so known and communicated. But, on the other hand, if those special circumstances were wholly unknown to the party breaking the contract, he, at the most, could only be supposed to have had in his contemplation the amount of injury which would arise generally, and in the great multitude of cases not affected by any special circumstances, from such a breach of contract. For, had the special circumstances been known, the parties might have especially provided for the breach of contract by special terms as to the damages in that case and of this advantage it would be very unjust to deprive them." Lord Campbell states that "the rule in *Hadley v. Baxendale* accords with the Code Napoléon, with Potier and with Chancellor Kent, and Mr. Mayne says, in his "Treatise," p. 11:—"The rule laid down in *Hadley v. Baxendale* was intended to settle the law and it has been accepted both in England and America." Its correctness was not disputed by counsel and, as I am of opinion that "the special circumstances," viz., that Messrs. Carlowitz had sold the coals to arrive in January, were not communicated to Messrs. Lee King, when the charter party or its modification was effected between the parties, it is clear the special damage cannot be recovered. But, then, is the difference in market value recoverable? Is a loss from this cause one which may fairly and reasonably be considered as arising naturally, i.e., according to the usual course of things from the breach of contract in question? or is it a loss which may reasonably be supposed to have been in the contemplation of both parties, at the time they made the contract, as the probable result of the breach of it? The contract for carriage was made in December and nothing was expressly stipulated as to delivery in Hongkong in January. The Registrar found that the 24th January was the date the *Iser* would, in the ordinary course of things, have arrived at Hongkong had Lee King & Co. done their best to place her at Moji on 15th January. I agree with the finding. It is not an unfair inference from the charter party as modified that as the date of arrival at Moji was fixed, and it was provided that, being loaded, the *Iser* should proceed "with all possible speed direct to the port of Hongkong." Lee King & Co. had implied notice that Carlowitz & Co. attached importance to the arrival of the coal in Hongkong without avoidable delay, and it seems clear it would have arrived in January but for such delay. But would there "in the usual course of things," be a loss by fall of market as the result of the delay of a week or two in arrival at Moji and consequently of arrival at Hongkong? Is it a loss which may reasonably be supposed to have been in the contemplation of both parties at the time they made the contract, as the probable result of breach by delay in arriving at Moji? A reference to the almanac shows that Chinese New Year falls at varying dates. In 1893 it fell on the 17th February, in 1894 on the 6th February, in 1895 on the 26th January. Now, although both Mr. Bishoff (see p. 17 of evidence before the Registrar) and Mr. Jones Hughes (see pp. 27 and 28) attributed the fall in the market to the Chinese New Year, no evidence was given to show that the market usually fell at the approach of Chinese New Year. We only have evidence of what happened in 1894. I cannot, therefore, judicially assume that such a fall and consequent loss was contemplated by both parties to the contract as the probable result of delay or that it would happen in the usual course of things. In A.D. 1859 the rule in *Hadley v. Baxendale* was applied in *Smeed v. Ford*, 28 L.J. (Queen's Bench), p. 178. There, the defendant contracted to deliver a threshing machine to a farmer in three weeks, for the purpose of threshing his wheat in the field. The defendant failed to perform his contract and the wheat got damaged by rain and had to be stacked and kiln-dried. The plaintiff claimed damages in respect of the cost of stacking it, of kiln-drying it, and for the deterioration caused by its having been wetted; he claimed also for loss of market, the market price of wheat having fallen between the time it might have been sold had the machine been sup-

plied according to contract and the time when it was ultimately sent to market after having been dried. Lord Campbell said that the defendant knew the purpose for which the threshing machine was wanted and it was in the contemplation of the parties damage by rain might ensue, to the plaintiff's loss, but, as regards the claim for loss from fall of market, he says this "is quite different, because it could not have been foreseen by the parties that the market would fall. It was not in the contemplation of the parties at the time they made the contract, nor was it the natural consequence of the breach of contract." And, at p. 180, Lord Campbell says:—"There was just as much chance of the market rising as falling." A large number of cases were cited in the course of the arguments, but I think it may be taken as clearly established law that, as stated A.D. 1886 by Lord Esher in the case of *Rodocanachi v. Milburn Brothers*, Law Reports, 18 Q.B.D., at p. 77, where the goods are not delivered at all by the carrier, "the damages are the market value of the goods when they ought to have arrived, minus the accruing freight." In that case the ship was lost by the negligence of the master and the action was for non-delivery of cargo. It must also be remembered that *Smith v. Tregarthen* in A.D. 1887, 53 L.J. (N.S.), Q.B.D., p. 437, was an action for non-delivery. The plaintiffs were indorsees of the bills of lading of 400 bales of cotton, per steamer *Carlisle Bay*, from Wilmington to Liverpool. Owing to insufficient room only 165 were shipped, the rest coming on by another steamer, which arrived later. The *Carlisle Bay* only delivered 165 and the action was for non-delivery of the rest. The plaintiffs were held entitled to recover the market value of the missing bales on the day they would have been delivered if shipped with the rest; and as they received the missing bales a few days afterwards by the other steamer, when the market had fallen, the damages were reduced to the extent of the market value of the missing bales on the day they were delivered. Mr. Justice Wills said:—"It appears to me clear that under the Bill of Lading Act, 1855, we are bound to treat this case as though the entire number of bales had been shipped on board the *Carlisle Bay*. On her arrival 265 bales are missing and a right of action arises for their market value. The subsequent arrival and acceptance of the missing bales would be an answer only if taken in accord and satisfaction. The only result of the subsequent delivery is that a reduction of the damages is thereby effected. The cases cited (alluding to *The Parana* and *The Notting Hill*) are distinguishable, because the right of action was for delay and not for non-delivery." Now, the learned Judge from whose decision this appeal is made said with regard to that distinction:—"With all due respect I cannot see why there should be two systems or principles for assessing the damages." But I cannot forget that the learned Judge in England who drew that distinction does not stand alone in calling attention to it, for Lord Justice Lopes, at page 70 of the Law Reports, vol. 18, in *Rodocanachi v. Milburn* takes the same distinction, pointing out that the *Parana* was a case of delay in delivery and not of non-delivery. It is true that a number of cases of actions against land carriers, such as railways, were cited. No doubt, in the case of *Collard v. South-Eastern Railway Co.*, 30 Law Journal Exch. 393 (decided in 1861), where hops were entrusted to the defendants for carriage, but were delayed in carriage and delivered in a partly damaged state through improper exposure and had to be dried, causing further delay, the defendants had to pay for the loss occasioned by a fall in the market. If the case now under appeal had been a case of land carriage no doubt *Collard v. S. E. Railway Co.* would have been a strong authority in favour of allowing the damage claimed. The American Courts adopted a similar principle. In Mr. Sedgwick's "Treatise on the Measure of Damages" (7th ed.), p. 110, he discusses some American cases, including *Ward v. New York Central Railway Co.*, which, he says, settled the question by deciding, "that where a carrier omits to transport merchandise within a reasonable time and its market value falls in the meantime, the true rule of damages is the difference in its value at the time and place it ought to have been delivered and the time of its actual delivery." We are, however, dealing with English law and with sea carriage and no case was cited to me where for delay in delivering under a charter-

party, loss for fall of market was given. Mayne says (p. 15):—"In all the cases last referred to" (including *Ward v. The New York Central Railway*) "the carriage was by land. In a more recent case, however, it has been decided that the same principle does not apply to cases of carriage by sea." He then quotes the case of *The Parana*, 1 Probate Division p. 452, and, on Appeal, 2 Probate Division, p. 118, (8) A.D. 1877. Now this case has been upheld by the Court of Appeal in *The Notting Hill* (in 1884), 9 Probate Division, p. 105, and I cannot see my way to withdraw the present case from the application of the principles relating to sea carriage which those cases lay down. Mr. Robinson pointed out various differences between the present case and those cases, especially the length of the voyage in the case of the *Parana*. But I do not think the length of the voyage, nor the other differences insisted on, much affect the principle. The difference of principle seems to be based on other grounds. As Mellish (Lord Justice) says (2 P.D. p. 121):—"It was said that there can be no difference between the carriage of goods by railway and the carriage of goods by sea, but it appears to me there may be a very material difference between the two cases. When goods are conveyed by railway, if they are conveyed for the purpose of sale, it is usually for the purpose of immediate sale; and, if the cases are examined, I think it will be found that the Courts treated them as if the goods were consigned for the purpose of immediate sale. No doubt if goods were consigned to a Railway Company under such circumstances, the Railway Company may be reasonably supposed to know that they are consigned for the purpose of immediate sale, and if by breach of contract on the part of the company they do not arrive in time to be sold, when the owner intends them to be sold, that may possibly be a ground for giving damages for what is called loss of market." Then, at p. 123, he proceeds:—"The difference between cases of that kind and cases of the carriage of goods for a long distance by sea seems to me to be very obvious. In order that the damages may be recovered we must come to two conclusions—first, that it was reasonably certain that the goods would not be sold until they did arrive; and secondly, that it was reasonably certain that they would be sold immediately after they arrived, and that that was known to the carrier at the time when the bills of lading were signed." He adds:—"Goods imported by sea may be and are every day sold while they are at sea. If the man who is importing goods finds the market high and is afraid that the price may fall, he is not usually prevented from selling his goods because they are at sea. The sale of goods to arrive, the sale of goods on transfer of bill of lading with cost bills and insurance is a common mercantile contract made every day." Now in the case of the *Iser* was it reasonably certain the coals would not be sold until they arrived? The evidence is they were actually sold "to arrive," though the arrival was to be in January, and the evidence before the Registrar proved that in the case of coals imported from Japan sales were made "to arrive" quite as often as after arrival. The decision in the *Parana* being upheld by the Court of Appeal in the case of the *Notting Hill* is binding upon this Court, and I do not see any way to escape from these cases. In the 13th edition of Lord Tenterden's "Treatise on Merchant Ships and Seamen" (A.D. 1892) it is laid down that they apply equally "whether the claim is made for breach of a charter party or a bill of lading" (see p. 338), and at p. 340 occurs the following passage:—"The *Notting Hill* by negligent navigation had come into collision. The ship was delayed for repairs and when she reached her destination the market price of the cargo had fallen heavily. Lord (then Sir J.) Hannen cited the following passage from the judgment of Lord Blackburn in *O'Hanlon v. The Great Western Railway Co.*:—"The natural and fair measure of damages is the value of the goods at the place and time at which they ought to have been delivered to the owner." But notwithstanding this language, the applicability of which he admitted, the learned President held with regret that he was bound by the *Parana*, as the Court of Appeal in that case had relied on a statement in the report of Mr. Rothery, the Admiralty Registrar, that it had never been the practice in the Admiralty Court to give such damages. The merchant appealed, but the Court of Appeal also held the decision in the

Parana binding on them, Lord Esher saying: "For my part I do not wish to say that if I had had to decide that case I should have decided it differently." And at p. 341, it is stated that in both the divisions, Admiralty and Queen's Bench, the rules for assessing damages "are substantially the same." *Featherstone v. Wilkinson*, Law Reports, 8 Exch. p. 125, decided in 1873, does not appear to me to conflict with the later cases of the *Parana* and *Notting Hill*. There, the plaintiff, a Newcastle merchant, entered into a charter party with the defendants, shipowners, at West Hartlepool and owners of the *Edith Emily*, by which the latter bound themselves that the ship should, with all convenient speed, sail to Northumberland Dock, on the river Tyne, and there, during the first or second week in January, 1872, load and receive on board 1,300 tons of coal, which she should carry to Havre and there deliver. After the execution of the charter party the plaintiff went to the offices of the Belside Colliery at Newcastle and verbally agreed, with the manager there, to take 1,300 tons of coal, at 10s. 6d. a ton, in the first or second week in January, 1872. The *Edith Emily* was accordingly put on the "turn book" of the colliery for that time. Owing to the defendant's default in sending the ship, she lost her "turn" and it was impossible, according to the custom prevailing in the Tyne of loading ships "in turn," for the plaintiff to obtain his coal until he had substituted vessels to carry it. As soon as practicable he loaded 1,300 tons of coal in two other ships, instead of in the *Edith Emily*, at an advanced freight of £27.10s., paying also 1s. 6d. a ton extra for the coal. It was not proved that the price of coal had risen at Havre, though the plaintiff had had to pay more for it at Newcastle. It was held he was entitled to recover the increased freight and the extra amount he had had to pay for his coal. This case would have been a good authority to show that, if Messrs. Carlowitz & Co. had been obliged to pay increased freight or more for coals at Moji, owing to the delay of the *Iser* in arriving there, they would have been entitled to recover those items, but it did not decide that if the market had fallen at Havre, and so the coals had realized less there, that such loss, incurred through the delay in sending the *Edith Emily* to Newcastle, could have been recovered, while the *Parana* and *Notting Hill* cases tend to show the contrary. On the whole, therefore, I am of opinion that the appeal must be allowed and that the judgment of the Court below must be reversed. As regards costs, the appellants having succeeded should have their costs of this appeal as well as of the argument in the Court below, but I give the costs of the reference to the Registrar to the respondents.

The Acting Puisne Judge (His Honour Mr. T. S. Smith)—In the charterparty under consideration attention is attracted by the insertion of a fixed date limiting the time for the loading of the cargo, and the question naturally arises—Why was a date inserted? Had the subcharterers no object in placing a limitation upon the time of loading? In my mind there is no doubt that the object of the subcharterers in fixing a date of loading was that the cargo might be delivered at its destination in due course, allowing the usual time for loading and sea voyage. Mr. Andrew, in his evidence before the Acting Registrar, says, "I would give her four days to load and six days to come down to Hongkong." Upon the showing then of plaintiffs' agent, whether the date of loading is taken as the 15th or the 20th January, delivery in Hongkong would under normal circumstances have been effected in January. I have no hesitation therefore in concluding that from the circumstance of a fixed date appearing in the contract the object, viz. delivery in Hongkong within January, could be reasonably inferred, so that it might be taken to have been within the contemplation of both parties. In 2 P.D. 120, Mellish, L.J., in delivering the judgment of the Court of Appeal in the *Parana* case (quoting from Sir Robt. Phillimore's reversed judgment) says:—"The principle is now settled that when circumstances are known to the carrier from which the object ought in reason to be inferred, so that the object may be taken to have been within the contemplation of both parties, damages may be recovered for the natural consequences of that object;" and, again, "damages for a breach of contract must be such as may fairly and reasonably be considered as arising naturally, i.e., according to the usual course of things, from such

breach of contract itself, or such as may be reasonably supposed to have been in the contemplation of both parties at the time they made the contract as the probable result of the breach of it." Having held that the object, viz. delivery in Hongkong within January, 1894, was in the contemplation of the parties, were the damages arising from loss of market either the natural consequence, i.e., the consequence according to the usual course of things, or the probable result of the breach of contract? That is, were there any circumstances local or otherwise which to the knowledge of both parties would usually cause a fall in the price of coal in Hongkong at a period immediately subsequent to the due date of delivery. It must have been known to both parties that the China New Year festival fell early in February. There is evidence that the fall in the price of coal at end of January, 1894, and beginning of February, 1894, was due to the advent of the festival in question, but there is no evidence to show that a depreciation in the price of coal was a yearly concomitant of the return of the festival? It is therefore at this point that the respondents' claim fails and comes within the scope of the comment of Mellish, C.J., to the effect that "there is no case I believe in which it has been held that damages can be recovered for delay in the carriage of goods on a long sea voyage where there has been what may be called an accidental fall in price between the time when the goods ought to have arrived and the time when they did arrive." In the present case there is no evidence to show that the fall in price was not "accidental," and accidental damages are too remote as being speculative. The same Lord Justice further remarks confirmatorily, "if it is known to both parties that the goods will sell at a better price if they arrive at one time than if they arrive at a later time, that may be a ground for giving damages for their arriving too late and selling for a lower sum. But there is in this case no evidence of anything of that kind." The same absence of evidence is fatal to respondents' claim now as when the *Parana* was heard. Many of the cases relied on by counsel for the respondents were railway cases, upon which the reversed judgment of Sir Robt. Phillimore was based. In 2 P.D. 121, the judgment of the Court of Appeal continues: "It was said that there can be no difference between the carriage of goods by railway and the carriage of goods by sea, but it appears there may be a very material difference between the two cases. When goods are conveyed by railway, if they are conveyed for the purpose of sale, it is usually for the purpose of immediate sale; and if the cases are examined it will be found that the Courts treated them as if the goods were consigned for immediate sale." In order therefore to bring cases of carriage of goods by sea into line with the railway cases it is requisite to prove not only that the sea borne goods were to be conveyed for the purpose of sale but also that the goods were for immediate sale. Or as Mellish, L.J., again says in 2 P.D., p. 123, "in order that damages may be recovered, we must come to two conclusions—first, that it was reasonably certain that the goods would not be sold until they did arrive, and secondly, that it was reasonably certain that they would be sold immediately after they arrived." Now, in the case under consideration, is there evidence before the Court on either of these two points? There is nothing to show that the goods were being conveyed for the purpose of sale; for anything to the contrary, the goods might have been for use by the respondents themselves or have been sold to arrive, as was actually the case, and if it cannot be proved that goods were being carried with a view to being sold, it follows that there is no proof of their being carried for immediate sale. But if it had been proved that the goods were being conveyed for sale, still there was no evidence that they were for immediate sale. It is quite conceivable that the respondents might have stored them for a period. "The case of *Collard v. S. E. Railway Co.*" said Mr. Registrar Rothery in his report on the *Parana*, "is the one on the whole which comes nearest the present," and the L.J. already quoted remarks, the "strongest case in favour of the decision of the Court below is that of *Collard v. S. E. Railway Co.*, but there was a good deal of doubt about that case." Three elements present in that case are absent from the case before us, viz., that the goods consigned being hops were liable to deterioration, that the consignee and consignor were different persons,

and that the goods were consigned during a certain annually recurrent season. The case of *Featherston v. Wilkinson* (L. R. 8 Ex. 122) was considered by Ackroyd, C.J., to be on all fours with the present. "There," he says, "on account of the delay he had to pay more for the coal; here, on account of the fall in the price, he received less." On this I wish to remark—(1) that the *Parana* and *Notting Hill* have both been decided since the case of *Featherston v. Wilkinson*, (2) that actual and direct damage proved to have been caused by delay in loading is quite different from accidental damage caused by late delivery. For these reasons I concur in the judgment of the Chief Justice.

6th May.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. W. M. GOODMAN
(ACTING CHIEF JUSTICE.)

AN ABANDONED SLANDER ACTION.

The case of *Chan Tse Pang v. Sit Tui Tong* was called on, but the plaintiff failed to appear. The defendant was represented by Mr. E. H. Sharp (instructed by Mr. Gedge, of Messrs. Johnson, Stokes and Master's office), and counsel asked for judgment for his client.

The Acting Chief Justice asked if there was reason to believe that the plaintiff would not present himself.

Mr. E. C. Ellis (of Mr. V. H. Deacon's office) said it was not the intention of the plaintiff to be present.

The Acting Chief Justice read the 6th section of the Code of Civil Procedure, and said he observed that the case was set down for hearing that day on the plaintiff's request, so that he had not only had notice of hearing, but his own day had been fixed. His Lordship could therefore only believe that the plaintiff did not consider he could support his case and judgment would be given for the defendant. In thanking the jury for their attendance his Lordship said that the action was one for slander, and as, if it had come on, it would have occupied a considerable time the jury were no doubt glad that the case was disposed of.

SHANGHAI SPRING MEETING, 1895.

FIRST DAY—Monday, 29th April, 1895.

For two days previous to the races the weather was very unpromising, as a gale from the south-east blew almost without interruption and brought up a mass of clouds which threatened a downpour, and in fact a very slight fall of rain did take place on Sunday afternoon. It was therefore with a great deal of pleasure that those who looked forward to our spring holiday for an agreeable change to the ordinary business life of the community woke to the fact that the sun was shining brightly early on Monday morning and promised a fine day though a warm one. As the day progressed the sky was somewhat overcast, but the wind died down completely, with the result that the heat was oppressive in the extreme, and it seemed as if we had been landed suddenly into the middle of June. Still the attendance at the Grand Stand was larger than is usually the case on a first day. The course was very fast, though rather dusty, and the racing was exceptionally good, as had been predicted. There were more than usually large fields, which rendered the starter's duties very onerous and trying, and resulted in long delays on several occasions owing to the difficulty in getting the ponies away. In the case of the Hart Legacy Cup race the delay caused by the repeated bolting of Hoheit, and the difficulty of getting other ponies to come up to the starting flag, was tedious in the extreme and was the cause of the last race of the day being run in the twilight. There was no race run that was not fully up to the average, and in the case of the Criterion Stakes was far beyond it, as not only was the record for one mile—which stood at 2mins. 4secs. done by First Cornet in the autumn of 1881—broken, but the close and exciting finish between Orion and Blackberry will long be remembered. The former won in 2mins. 2secs. by a short head, after a very game struggle down the straight.

The racing of the day started under very promising conditions, for out of the twenty entries for the Subscription Stakes no less than seventeen faced the starter, and a very good race resulted in capital time. There were also seven-

teen starters for the Griffin's Plate, all of which were a very fine lot, the favourite winning in the rattling good time of 1 min. 30 1/2 secs., which has only been beaten on two occasions, namely, in 1878 by Strathavon in 1 min. 30 secs. and in 1890 by Hero in 1 min. 29 1/2 secs. The winner of the St. Leger of last autumn, Enery Awkins, was a hot favourite for the Cathay Cup, and the race was looked upon as a gift to him, but all calculations were completely upset by Mr. Toog's Tigris winning in fine style—a pony which was scarcely considered in the betting. The Kiangsu Plate was another upset, when the unexpected Eclipse beat the favourite with something to spare. There was much trouble caused at the starting of this race by Blue Beard, who seemed to be madly excited at the sight of the starter, and got rid of his rider promptly, though a more experienced and steady jock it would be difficult to find. We regret to say that an accident occurred to the rider of Placid Joe in the Racing Stakes, Mr. Hector Sampson. After passing the winning-post and when the pony was being pulled up, he crossed his feet and the jockey was thrown, fracturing his collar bone. Towards the close of the day the wind changed and there was an improvement in the temperature, but unfortunately rain began to fall, and just when the racing was closed a heavy shower was a serious inconvenience to the crowd of departing visitors, but may improve the turf for to-day. One thing we noticed with extreme regret, namely, the presence within the Grand Stand enclosure of a bookmaker from Hongkong, who appeared to be doing a good business, but as the stewards have been put to considerable trouble to provide the public with a pari-mutuel and a totalisator, which should be all-sufficient for betting purposes, the acquisition of a bookmaker is not necessary, and is bound to import an element into our racing here which is not at all desirable. In the interests of our amateur racing we hope the stewards will see their way to put a stop to this.

Mr. E. H. Gore-Booth, owing to indisposition, was unable to undertake his usual duties as starter, and his difficult task was very ably performed by Mr. F. J. Maitland. The comfort of the members and visitors, and the general business of the meeting, was energetically looked after by the stewards, so that everything passed off very successfully.

The SUBSCRIPTION STAKES; a sweepstakes of Tls. 5 each, with Tls. 100 added; for subscription griffins of this meeting only; second pony, Tls. 25; weight for inches as per scale. Three quarters of a mile.

Mr. Pluck's Sir Charles, 10st. 9lbs. (Mr. Crawford) 1

Mr. Sylva's Red Star, 10st. 9lbs. (Mr. Machado) 2

Mr. Crow's Procession, 10st. 9lb. (Mr. H. Sampson) 3

Seventeen started. After some little delay at the post, the flag fell to a very fair start, Red Knight being the first to show in front. Nearing the half-mile post he was joined by his stable companion, and the others began to close up on the pair. Passing the Monument Sir Charles rushed to the front, whilst Procession also came out of the cluster, and Red Star fell back slightly. Up the straight a fine race was witnessed, Sir Charles winning by about two lengths; a good third. Red Knight was fourth. Time, 1 min. 33 secs.

The CRITERION STAKES; a Sweepstakes of Tls. 10, with Tls. 200 added; second pony, Tls. 50; for China ponies; weight for inches as per scale. One mile.

Mr. Ring's Orion, 10st. 12lbs. (Mr. Mayerink) 1

Mr. Henry Morris' Blackberry, 11st. 4lbs. (Mr. C. R. Burkill) 2

Mr. Uto's Sans Pareil, 10st. 12lbs. (Mr. Midwood) 3

Eight started. When the flag fell Orion jumped off with the lead, but was quickly passed by Viceroy, with Blackberry lying third along the back straight. As they passed Probat's Corner the only noticeable change was that Sans Pareil had taken third place, with Primrose last. At the Monument the ponies closed up and Orion and Viceroy entered the straight almost together, whilst Blackberry was showing a fine turn of speed. At the Bushes the last named made his effort, but he failed to quite reach Orion, a magnificent struggle ending in favour of the latter by half a head; a good third, Hoheit was fourth and Viceroy last. Time, 2 min. 2 1/2 secs.

The **GRIFFINS' PLATE**; value, Tls. 500; for China ponies that have never run at any meeting; second pony, Tls. 100; weight for inches as per scale; entrance, Tls. 5. Three-quarters of a mile.

Mr. Ring's Invader, 11st. 11b. 1
(Mr. Meyerink)
Mr. Sturgis' Vaquero, 11st. 11b. 2
(Mr. Read)
Mr. Tung Chia's Pierrot, 10st. 12lbs. 3
(Mr. A. W. Burkill)

Sixteen started. Placid Joe had the best of the start, with Invader second to Probst's Corner, where the latter took command, Busy Bee occupying a prominent position. At the Monument Invader was still leading, Busy Bee and Viscount being his nearest neighbours. Passing Belle Vue, Pierrot made an effort to get into second place, but Vaquero, who had run through at the Bushes, held his own. Invader never being challenged in the straight won by six lengths; a good third. Time, 1 min. 30½ secs.

The **CATHAY CUP**; value Tls. 150; for China ponies; weight for inches as per scale; griffins at date of entry allowed 10lbs.; entrance, Tls. 5. One mile and a half.

Mr. Toeg's Tigris, 10st. 5lbs. (Mr. M. Jones) 1
Mr. Kanuck's Komatsu, 10st. 5lbs. 2
(Mr. C. R. Burkill)
Mr. Pelham's 'Enery' Awkins, 11st. 11b. 3
(Mr. Dallas)

Eleven started. The first to show in front was Tigris, but he gave way to Red Cloud and Komatsu before the Grand Stand was reached, 'Enery' Awkins lying last. Just before the Loongfei Gate was arrived at Mr. Cumming was unseated; and Christmas Eve and Red Cloud went on as leaders. Up the back straight 'Enery' Awkins came through and held a momentary lead, then giving way to Red Cloud. At the Monument these two were almost together, with Tigris and Komatsu close up. Racing into the straight Tigris, Komatsu and 'Enery' Awkins were almost neck and neck, but passing the Bushes the first named made his effort and won a fine race by three-quarters of a length; a good third. Pioneer was fourth and Christmas Eve last. Time, 3 min. 15 secs.

The **JOCKEY CUP**; value, Tls. 100; for China ponies that have never won a race; second pony, Tls. 25; to be ridden by Jockeys who have never had a winning mount; weight for inches as per scale; entrance, Tls. 5. One round.

Mr. Kanuck's Little Prince, 10st. 9lbs. 1
(Mr. Bell)
Mr. Sylva's Red Cross, 11st. 11b. 2
(Mr. Willeumier)
Mr. Glendaye's Rocket 11st. 11b. 3
(Mr. Pirie)

Seven started. Little Prince and Red Cross joined company soon after the start and they had a commanding lead of the field to the Monument. Here Rocket ran out of the cluster, but he swerved about a good deal in the straight and was unable to catch Little Prince and Red Cross, who finished in the order named, Little Prince winning by a length and a half; a good third. Time, 2 min. 42 secs.

The **KIANGSU PLATE**; value Tls. 150; for China ponies; second pony, Tls. 50; weight for inches as per scale; entrance, Tls. 5. One mile and three quarters.

Mr. Hampton's Eclipse, 11st. 11b. 1
(Mr. A. Burkill)
Mr. Tin Wo's Diablotin, 10st. 12lbs. 2
(Mr. Dallas)
Mr. Robson's Blue Peter, 11st. 11b. 3
(Mr. C. R. Burkill)

Nine started. After some delay at the post caused by the fractiousness of Blue Beard, who fell immediately after the start, Prince Charlie took the lead attended by Blue Peter and Diablotin, and passing the Stand on the first round the order was Blue Peter, Prince Charlie, and Freedom with Diablotin next. Racing along the back straight, Blue Peter and Freedom were together with Primrose next, and Eclipse coming along in fine style. Primrose led at the Monument, but at the Bushes he was caught by Eclipse and Diablotin, and a fine race home ended in favour of Eclipse by half a length; a good third; Prince Charlie was fourth and Torchlight last. Time, 3 min. 48½ secs.

The **HART LEGACY CUP**; presented by the late Mr. James Hart; value, Tls. 100; for China ponies; weight for inches as per scale; entrance, Tls. 5. Half a mile.

Mr. Oswald's Ravelston, 11st. 4lbs. 1
(Mr. Read)

Mr. Ambrose's Certaintee, 11st. 4lbs. 2
(Mr. H. Sampson)

Mr. Common's Hollyhock, 11st. 11b. 3
(Mr. C. R. Burkill)

Ten started. There was a long delay at the post, and a number of false starts. When the flag fell Hard Times took the lead with Hollyhock second to the Bushes, where Ravelston rushed to the front on the outside followed by Certaintee, and a good race ended in favour of Ravelston by a length; a good third, the rest close up. Time, 59½ sec.

The **RACING STAKES**; a sweepstakes of Tls. 10 each; for China ponies that have never run before 1st January, 1895; second pony, Tls. 50; griffins at date of entry allowed 5lbs.; weight for inches as per scale; winners, 5lbs. extra. One mile and a quarter.

Messrs. Toeg & Barley's Mississippi, 10st. 7lbs. 1
(Mr. Read)

Mr. Ring's The Rattler 10st. 10lbs. 2
(Mr. Meyerink)

Mr. Uto's Sans Regret, 10st. 13lbs. 3
(Mr. Midwood)

Six started. The first to show in front was Placid Joe, with Mississippi second, but in the back straight the latter had command with Sans Regret and The Rattler in close attendance. These three entered the straight in a cluster, and Mississippi drawing away at the Bushes won easily by two lengths; a good third. Silvio was fourth and Placid Joe last. Immediately after passing the post Placid Joe fell and brought down his jockey, who, we are sorry to say, broke his collar bone. Time, 2 min. 42 secs.

The **ROADSTERS' PLATE**; value, Tls. 100; for China ponies (without restriction as to height) not otherwise entered at this meeting and that have never won a race; weight, 11st. 11lb.; entrance, Tls. 5. Once round.

Mr. Ring's Bravo, 11st. 11b. (Mr. Meyerink) 1

Mr. Dennis' Wagtail, 11st. 11b. 2
(Mr. C. R. Burkill)

Mr. Sturgis' Dodo, 11st. 11b. 3
(Mr. A. W. Burkill)

Seven started. Dodo got off with the lead, and led to Probst's Corner where he fell back third, Wagtail and Bravo going on. The two last raced together to the Bushes, where Bravo forged ahead and won by half-a-length; a good third. Time, 2 min. 42 secs.

The **GRAND STAND STAKES**; a sweepstakes of Tls. 10 each; for China ponies, being *bond fide* griffins at date of entry, which had not arrived in Shanghai, or been purchased prior to 1st February, 1895; second pony, Tls. 50; subscription griffins of this meeting, the winner of the Subscription Stakes excepted, allowed 5lbs.; weight for inches as per scale; winner of any race 7lbs. extra. One mile.

Mr. Uto's Sans Doute, 11st. 4lbs. 1
(Mr. Midwood)

Mr. Ring's Zolus, 11st. 4lbs. (Mr. Meyerink) 2

Mr. Sturgis' Vaquero, 11st. 11b. 3
(Mr. Read)

Thirteen started. This race was run in the failing light, so that it was impossible to distinguish the ponies. Sans Doute eventually won by a length. Time, 2 min. 5 secs.

SECOND DAY.

Tuesday, 30th April, 1895.

The rain of last evening but served to temper the air for to-day, better weather for racing than which could not be wished for. The first upset of the day was the win by Mississippi, who was a rank outsider. This upset the calculations. Mr. C. R. Burkill, on Blackberry, captured the highly coveted "Ladies' Purse," this being the second time this pony has taken this treasure in succession. After the race a large number of ladies and gentlemen assembled on the Grand Stand to witness the event to which so much interest is attached by the ladies, namely, the presentation of the Ladies' Purse. Miss Wright was elected to make the presentation on this occasion and a very charming donor indeed she made. The company formed a group around her, and Mr. C. R. Burkill, the rider of Blackberry, approached. Mr. Barnes Dallas, the Secretary, handed to Miss Wright a beautiful bouquet of roses, and Mr. A. McLeod presented the successful jockey to Miss Wright. This young lady, in a short and very charming speech, said she was pleased to present the purse, on behalf of the ladies, to the jockey who had been fortunate enough to win it after a very hard fight. Mr. Burkill, in reply, said he thanked Miss Wright and the ladies very much for the gift, and as Miss Wright had said, he had had

a hard fight to win the race, but if she would allow him he would observe that life was short and tiffin was ready, and the sooner the company got down to tiffin the better. (Laughter). Three cheers and a tiger were given for Miss Wright and the ladies, and a tiger for Blackberry. The times were much slower, owing to the heaviness of the ground caused by the rain last night.

The **CHU-KA-ZA CUP**; value, Tls. 100; for China ponies; weight for inches as per scale; winners of one race since 1st October, 1894, 7lbs. extra; two or more races, 10lbs. extra; entrance, Tls. 5. Half-a-mile.

Mr. Common's Hollyhock, 11st. 11b. 1
(Mr. C. R. Burkill)

Mr. A. McInnes' Brigand, 10st. 12lbs. 2
(Mr. Pike)

Mr. J. Jow's Accident, 10st. 12lbs. 3
(Mr. Midwood)

Seven started. There was not much interest in the first race, the attendance then being not very large and there were but seven ponies on the field out of twenty entries. The field assembled at the half-mile post precisely at quarter past twelve, and a minute later got away with a good start, Hollyhock, the favourite taking the lead, by about two lengths. At the Monument the field closed up a little, and Accident challenged Hollyhock, but on entering the home straight Hollyhock led, Accident being second, and Viceroy third. Brigand came up in splendid style, but Hollyhock kept the lead to the finish, Brigand securing second place two lengths behind. This was a slow race, but no doubt the heavy state of the turf after last night's rain had a good deal to do with the running. Time, 1 min. 3 secs.

The **SHANGHAI DERBY**; a Sweepstakes of Tls. 15 each, with Tls. 350 added; for China ponies, being *bond fide* griffins at date of entry; first pony to receive 75 per cent.; second pony, 15 per cent.; third pony, 10 per cent.; weight for inches as per scale. One mile and a half.

Messrs. Toeg & Barley's Mississippi, 1
10st. 12lbs. (Mr. Read)

Mr. Uto's Sans Doute, 11st. 4lbs. 2
(Mr. Midwood)

Mr. Tung Chia's Pierrot, 10st. 12lbs. 3
(Mr. A. W. Burkill)

Only eight ponies, out of forty-two entered, put in an appearance on the field. The flag fell to a good start and Mississippi got away with the lead, and kept ahead, Sans Doute coming up at the Bushes. On passing the Grand Stand, Mississippi was leading, Invader being about a couple of lengths behind, the rest of the field straggling. Nearing Loongfei Gate Invader challenged Mississippi for the first place, and these two ponies ran neck-and-neck, and on entering the back straight The World came up well and led down the back straight to the three-quarter mile post. At Probst's Corner Mississippi came up from third place, and at the Monument this pony led. A splendid finish was witnessed in the home straight, for when opposite the Belle Vue Sans Doute and Pierrot raced up in fine style and the three sped almost neck-and-neck to the finishing post, but Read made an extra effort and brought in Mississippi about half-a-length ahead. Time, 3 min. 20 secs.

The **LADIES' PURSE**; for China ponies; weight for inches as per scale; griffins, non-winners allowed 7lbs, subscription griffins, non-winners allowed 10lbs.; entrance, Tls. 5. One mile and a quarter.

Mr. Henry Morris' Blackberry, 11st. 4lbs. 1
(Mr. C. R. Burkill)

Mr. Pelham's 'Enery' Awkins, 11st. 11b. 2
(Mr. F. Dallas)

Mr. Fourman's Primrose, 11st. 11b. 3
(Mr. Reynall)

Six started. An exceedingly fine start was made the second time of asking, Blackberry, Freedom, and Primrose slightly leading. At the mile post Primrose led, Blackberry being in second place, and at the seven furlong post the same order was maintained. At the three-quarter mile-post 'Enery' Awkins came up into third place, being well ahead of Freedom at Probst's Corner. Past the Monument the same order was maintained, but 'Enery' Awkins was rapidly coming up, having the second place past the Monument. Entering the straight 'Enery' Awkins made a desperate effort for the lead, but Blackberry was too much for him, having increased his lead to half a dozen lengths. Past the Bushes and Stand, Primrose made a desperate effort for second place, but 'Enery

'Awkins proved his spirit by keeping just a length to the finish. Times, 2 mins. 45½ secs. The RACE CLUB CUP; value, Tls. 150; for China ponies; second pony, Tls. 50; weight for inches as per scale; entrance, Tls. 5. Seven furlongs.

Mr. Oswald's Ravelston, 11st. 4lbs. (Mr. Read) 1
Mr. Sylva's Viceroy, 11st. 1lb. (Mr. A. W. Burkill) 2
Mr. Common's Hollyhook, 11st. 1lb. (Mr. C. R. Burkill) 3

Five started. Viceroy was restless and caused a short delay in the start. When the flag fell Mercury and Ravelston got away with the lead, the former getting inside place. Hollyhook soon caught up and Ravelston and Hollyhook raced together to Probst's Corner, when Hollyhook led. At the Monument Ravelston came up in fine style, and to the entrance of the home straight it was a race between these two ponies. Viceroy got inside the rails and came along well, challenging Hollyhook for second place. Ravelston kept ahead and came in first by about two lengths. Time, 1 min. 53 secs.

The CONCORDIA CUP; value, Tls. 200; presented by members of the Club Concordia, added to a sweepstakes of Tls. 10 each; second pony to receive 40 per cent., and the third pony 10 per cent. of the stakes; for China ponies, *bona fide* griffins at date of entry; weight for inches as per scale; winner of the Derby, 7lbs. extra. One mile and a half.

Mr. Toeg's Tigris, 11st. 1lb. (Mr. M. Jones) 1
Mr. Kannek's Komatsu, 11st. 1lb. (Mr. C. R. Burkill) 2
Mr. Oswald's Clermiston, 11st. 1lb. (Mr. Reynell) 3

Ten starters. In this race Tigris got away at the start, with Komatsu second and a straggling field. Passing the Grand Stand Vaquero was first, Son of the Mist second, and Tigris third. This order was preserved to the mile post, with the exception of Tigris giving the third place to Komatsu, but at Loongfei Gate Phœbus came up second and Tigris again took third place. At the three quarter mile post Vaquero led, Phœbus second, Christmas Eve third, and at the half-mile post Tigris led, Vaquero second, and Komatsu third, and Tigris still led at the quarter-mile post. In the home straight there was an exciting race for second place. Clermiston raced up finely, but Tigris kept ahead and came in first, about a length and a half ahead. Komatsu second; Clermiston third. Time, 3 min. 20 secs.

The MONGOLIAN CUP; value, Tls. 100; for subscription griffins of this meeting only; second pony, Tls. 25; winner of the Subscription Stakes, 5lbs. extra; weight for inches as per scale; entrance, Tls. 5. One mile and a quarter.

Mr. Jimdick's Kelpie, 10st. 12lbs. (Mr. Master) 1
Mr. Sylva's Red Knight, 10st. 12lbs. (Mr. Read) 2
Mr. Chapeau's Le Chasseur, 10st. 9lbs. (Mr. Midwood) 3

Twelve started. This was an excellent race in which 999 and the Bard got away together, and at Loongfei Gate, the Bard led, Sir Charles second and Red Knight third. Down the back straight Sir Charles led, followed by Red Knight second and 999 third. Past Probst's Corner Kelpie came up and the race into the home straight was between Kelpie, Red Knight, and Sir Charles. Master lashed Kelpie when at the Bushes and brought his pony in first by about two lengths, Red Knight second and Le Chasseur secured a good third, coming up well by the rails. Time, 2 min. 48 secs.

The SPRING CUP; value, Tls. 100, added to a sweepstakes of Tls. 5 each, less Tls. 50 to the second pony; for China ponies that have never won a race; weight, 11st. for 13 hands; to give or take 6lbs. for every inch over or under. One mile.

Mr. Pelham's Viscount, 11st. (Mr. F. Dallas) 1
Mr. Glendaye's Rocket, 11st. 6lbs. (Mr. M. Jones) 2
Mr. Dryasdust's Pippin, 10st. 2lbs. (Mr. Crawford) 3

There were nine starters in this event, Busy Bee taking the lead, followed by Rocket. At Loongfei Gate, Rocket led, Busy Bee was second and Viscount third, and this order was continued down the back straight till the three-quarter mile post, when Rocket led by about two lengths, and the field closed up in a body. At Probst's Corner Red Cross got second place and there

was a race past the Monument between this pony and Rocket. The field again closed up, but Rocket led at the quarter mile post. Entering the Bushes Viscount got ahead, Rocket being second, Busy Bee third, and Pippin came up and made a hard try, but Viscount came in first. Time, 2 min. 10½ secs.

The SHANGHAI STAKES; a forced entry of Tls. 5, with Tls. 250 added, for all ponies entered at this meeting, excepting ponies entered in the subscription griffin races and in the Roadsters' Plate; griffins at date of entry allowed 7lbs.; first pony to receive 70 per cent.; second pony, 20 per cent.; third pony, 10 per cent.; weight for inches as per scale. One mile and a half.

Mr. Tin Wo's Diablotin, 10st. 12lbs. (Mr. F. Dallas) 1
Mr. Hampton's Eclipse, 11st. 1lb. (Mr. A. W. Burkill) 2
Mr. Ring's Orion, 10st. 12lbs. (Mr. Meyerink) 3

Out of the ninety-nine ponies entered on the programme only nine composed the field. Zenith got away first, Orion second and Primrose third. On passing the Grand Strand the order was Zenith first, Orion second and Diablotin third, the field closing up, and at the mile post the leaders were in the same position. At Loongfei Gate Orion came up and Sans Pareil got third; Zenith, however, kept the lead down the back straight and the field closed up at Probst's Corner, Orion then leading and Eclipse third. At the Monument the order was Orion and Sans Pareil together, with Eclipse third, and on entering the home straight Orion still led, Eclipse second and Diablotin third. Past the Bushes Dallas urged his pony well and ultimately got first place, two lengths ahead of Eclipse. Time, 3 min. 16½ secs.

The TAOTAI'S CUP; value, Tls. 150; presented by H.E. the Taotai; for China ponies; second pony, Tls. 25; weight, 12st.; non-winners at this meeting allowed 5lbs.; entrance, Tls. 5. One mile.

Mr. Henry Morris's Blackberry, 12st. (Mr. C. R. Burkill) 1
Mr. Ambrose's Certaintee, 11st. 9lbs. (Mr. F. Dallas) 2
Mr. Rose's Hoheit, 11st. 9lbs. (Mr. M. Jones) 3

Four started. Certaintee got off with a start and maintained it well into the back straight, where Blackberry challenged him. Certaintee still led at Probst's Corner, but was passed at the Monument by Blackberry. Hoheit being far behind, followed by Prince Charlie. Coming past the Stand, Blackberry increased his lead to about fifteen lengths, but Hoheit challenged for second place, failing to obtain it, however. Time, 2 min. 9½ secs.

The SCURRY STAKES; value, Tls. 150 to winner, added to a sweepstakes of Tls. 5 each to be divided equally between the first and second ponies; for *bona fide* griffins at date of entry; weight for inches as per scale; winners 7lbs. extra; subscription griffins of this meeting allowed 5lbs. Three-quarters of a mile.

Mr. Sturgis's Vaquero, 11st. 1lb. (Mr. Read) 1
Mr. Kannek's Komatsu, 11st. 1lb. (Mr. C. R. Burkill) 2
Mr. Tung Chia's Pierrot, 10st. 12lbs. (Mr. F. Dallas) 3

Twelve horses faced the starter for this race, Pierrot having a slight lead at the start, the rest well in a bunch. Pierrot kept his lead to Probst's Corner, where he was caught by Gold Kilin for a time. Then Komatsu took the lead, Gold Kilin falling far back. Down the home run, Vaquero came out of the rack, and passed Komatsu, winning by over a length, with Pierrot, who had made the pace the whole distance, a very good third. Time, 1 min. 33½ secs.

THIRD DAY,

Wednesday, 1st May, 1895.

Again the weather in the early morning threatened to interfere with the pleasure of the day's sport, and once again the presiding genius of the Race Club proved all-powerful, a model day for such sport resulting. The fall of the wind made it somewhat hotter than was altogether pleasant, but this was much preferable to either cold or rain.

The racing itself was again exceptionally fine, though no records were broken. The unexpected wins in some of the early races somewhat upset the heavy betters, many of whom were much disappointed. We were pleased to note the presence on the grounds of the un-

fortunate rider Mr. Sampson, who was hurt on Monday.

The GREAT NORTHERN PLATE; value, Tls. 125; for ponies that have run at this meeting; second pony, Tls. 25; weight for inches as per scale; winner of one race at this meeting, 7lbs. extra; two or more races, 10lbs. extra; entrance, Tls. 5. Three-quarters of a mile.

Mr. Ambrose's Certaintee, 11st. 4lbs. (Mr. F. Dallas) 1
Mr. Ring's The Rattler, 11st. 1lb. (Mr. Meyerink) 2
Mr. Mercutio's Search Light, 11st. 1lb. (Mr. H. W. Cox) 3

In the first race of the day there were five ponies out of twenty-seven entries. Viceroy proved restive and caused some delay in the start, but the flag fell at 12.15, and Viceroy and Search Light got away at the start, Sans Pareil being last. At Probst's Corner Viceroy, Search Light and Rattler were together leading. At the Monument the Viceroy and Sans Pareil led together, Search Light coming up well behind. Certaintee spurred on entering the straight and looked as if he would have taken the lead, but Viceroy still held the premier position at the Bushes. Then Dallas whipped Certaintee up and broke through, the Rattler closely following, contesting hard for the finish, but Certaintee came in first by about two lengths. Time, 1 min. 33½ secs.

The SHANGHAI HANDICAP; value, Tls. 200, added to a sweepstakes of Tls. 5 each; for all ponies that have run at this meeting; the Roadsters' Plate excepted; first pony to receive 70 per cent.; second pony, 20 per cent.; third pony, 10 per cent.; to be handicapped by the Stewards after the second day's races. One mile and a half.

Mr. Middy's Zenith, 10st. 12lbs. (Mr. Read) 1
Mr. Sturgis's Vaquero, 11st. 1lb. (Mr. C. R. Burkill) 2
Mr. Fourman's Primrose, 11st. 1lb. (Mr. Reynell) 3

Fourteen started. This was an exciting and an excellent race, although the time was not so good, probably owing to the heavy turf. There was a good start and Primrose got the lead and made the running nearly to the finish. On first passing the Grand Stand Primrose led well in front, Diamant second and Son of the Mist third, and at the mile post Primrose still led by a couple of lengths, Son of the Mist second and Silver Star third. Primrose still kept well ahead down the back straight, and when the three-quarter-mile post was passed Freedom got second place and began to challenge Primrose for the premiership, but at Probst's Primrose was still in front, Silver Star second, and Freedom third. When the home straight was reached Primrose began to fall back, and Zenith came up finely, and past the Bushes it was a race between Zenith and Vaquero for the first place. Dallas tried hard to bring Vaquero in, but Zenith got first place, winning by about a neck. Time 3 mins. 14½ secs.

The SHANTUNG STAKES; a forced entry for all subscription griffins of this meeting, with Tls. 100 added; first pony to receive 70 per cent., second pony 20 per cent., third pony 10 per cent. of the entrance fees; weight for inches as per scale; the winner of one race 7lbs. extra, of two races 12lbs. extra; entrance, Tls. 5. One mile.

Mr. Pluck's Sir Charles, 10st. 9lbs. (Mr. Crawford) 1
Mr. Sylva's Red Knight, 10st. 12lbs. (Mr. Read) 2
Mr. Chapeau's Le Chasseur, 10st. 9lbs. (Mr. Midwood) 3

Ten started. There was the usual difficulty in starting owing to the obstinacy of Kelpie. When at last the flag fell Red Star dashed ahead with Red Knight second, and the field in a body. Down the back straight these two ponies led, with Le Chasseur making a hard struggle to catch up. At the Bushes Red Star led, Red Knight second, and Sir Charles came up and took third place. This order was maintained until the Bushes were reached when Sir Charles came through and won by about two lengths. Time, 2 min. 8 secs.

The PARI-MUTUEL CUP; value, Tls. 200, added to a sweepstakes of Tls. 5 each; second pony to receive 30 per cent., and the third pony 10 per cent. of the stakes; for China ponies; weight for inches as per scale; griffins at date of entry allowed 7lbs.; non-starters and winners at this meeting 7lbs. extra. One mile and a half.

Mr. Toeg's Tigris, 11st. 11b. (Mr. Jones) 1
Mr. Tin Wo's Diablotin, 10st. 12lbs.
(Mr. F. Dallas) 2
Mr. Fourman's Primrose, 11st. 11b.
(Mr. Reynell) 3

Six started. This was an excellent race. Diablotin managed to get away first when the flag fell, Primrose being second and Tigris third, and passing the Grand Stand the order was Diablotin first, Primrose second and Arbitrator third, and at the mile post this order was not changed. Past three quarter mile post Diablotin and Primrose ran neck to neck, and Primrose shortly after began to fall back, Tigris going up. At Probst's Corner Tigris led by about a length-and-a-half, Diablotin being second, Primrose third, and Silver Star going up. At the Monument Tigris still led, and at the entrance to the home straight Tigris was two lengths ahead of Diablotin and began to increase the distance as the Stand was neared. Diablotin spurred well and came in at the finish about two lengths and a half behind Tigris, Primrose a good third. Time, 3 min. 16½ secs.

The YANGTSE STAKES; value, Tls. 150; second pony Tls. 50; for China ponies that have run at this meeting; weight for inches as per scale; non-winners allowed 10lbs.; entrance, Tls. 5. Two miles.

Mr. Ring's Titus, 10st. 12lbs. (Mr. Master) 1
Mr. Uto's Sans Regret, 10st. 8lbs.
(Mr. Midwood) 2
Mr. Pelham's 'Enery 'Awkins, 11st. 11b.
(Mr. F. Dallas) 3

Six starters. This was a fast race in comparison with the other times made during the day. 'Enery 'Awkins, the favourite, got away with the lead, Blue Peter second, Sans Regret third, and this order was maintained past Probst's Corner to the Monument, when Blue Peter came up and took third place. At the quarter-mile post 'Enery 'Awkins still led, Blue Beard occupying third place. Passing the Grand Stand 'Enery 'Awkins led slightly, Blue Peter second and Blue Beard third, about two lengths behind. At the mile post the same positions were held, Sans Regret, however, going up, and down the back straight to the three-quarter mile post, 'Enery 'Awkins, Blue Beard and Sans Regret ran neck to neck, Phœbus being some distance to the rear. When the half-mile post was reached Titus put a little energy into it and came up and took first place, 'Enery 'Awkins being second and Sans Regret third. Titus still led at the Monument, Sans Regret being second, and Titus led at the Bushes, Sans Regret second and 'Enery 'Awkins third. Down the home straight Titus led inside the rails and it was a hard race between this pony and Sans Regret but at the finish Titus came in first, a length-and-a-half ahead of Sans Regret, 'Enery 'Awkins being third. Time, 4 min 24 secs.

THE MANCHU STAKES; value, Tls. 150; for China ponies, bona fide griffins at date of entry, that have run and not won a race; second pony Tls. 50; weight for inches as per scale; entrance, Tls. 5. One mile and a quarter.

Mr. Kanuck's Komatsu, 11st. 11b.
(Mr. C. R. Burkill) 1
Mr. Tung Chia's Pierrot, 10st. 12lbs.
(Mr. F. Dallas) 2
Mr. Ring's Æolus, 11st. 5lbs.
(Mr. Meyerink) 2

Fourteen started. Komatsu got away first at the signal for the start, having inside place, Piper being second, and Komatsu maintained the lead to Loongfei Gate when he gave place to Meneji, Busy Bee going up second. Down the back straight Komatsu again came up, getting second place and Busy Bee dropped to third. At the Monument Komatsu held the lead, Busy Bee second, and before the quarter mile-post was reached Busy Bee got first, but on entering the home straight Komatsu made an effort and took the lead, Busy Bee being second and Meneji third. There was an exciting race for the finish between Pierrot, Komatsu and Æolus, but Komatsu got in first by a length and a half ahead of the other two, who were a dead heat. Time, 2 min. 41½ secs.

THE CONSOLATION CUP; value, Tls. 150; second pony Tls. 50; for ponies that have run at this meeting and not won a race, and have been entered otherwise than in the Shanghai Stakes or in races confined to subscription griffins; weight for inches as per scale; entrance, Tls. 5. Once round.

Mr. Ring's The Rattler, 11st. 11b.
(Mr. Meyerink) 1
Mr. Hugh Owen's Freedom, 10st. 12lbs.
(Mr. Machado) 2
Mr. Rose's Hoheit, 11st. 11b. (Mr. F. Dallas) 3

There were seven starters in this race, and at the start Prince Charlie got away first, Rocket second, and Rattler third, this order being kept to the back straight, and at the three-quarter mile post Rocket got ahead, Prince Charlie being second, and Rattler third. Passing Probst's Corner Hoheit and Freedom came up, and passing the Monument Freedom led, Prince Charlie being second and the field in a cluster. Entering the home straight Hoheit led, Rattler second and Diamant third. Passing the Bushes Rattler came up and took the lead, Hoheit being second, but Freedom overtook Hoheit just at the finish, coming in half a length behind Rattler and half a length ahead of Hoheit. Time, 2 min. 41½ secs.

The CHAMPION SWEEPSTAKES; value, Tls. 500; a forced entry for and open only to winners at this meeting; optional for the winners of the Consolation Cup and subscription griffin races, winner of the Roadsters' Plate, excluded; weight for inches as per scale; each pony entered to pay five per cent. of the value of the stakes and prizes won. One mile and a quarter.

Blackberry, 11st. 4lbs. (Mr. R. C. Burkill) 1
Mississippi, 10st. 12lbs. (Mr. Read) 2
Sans Doute, 11st. 4lbs. (Mr. Midwood) 3

Eleven started. A very good start was made, with Ravelston slightly in the lead to the Loongfei, where he gave way to Orion, with Blackberry close behind. Up the back straight Ravelston again took the lead for a short time. At the Corner Ravelston still led, close pressed by Blackberry and Orion. Past the Widow's Monument the same order was maintained, but entering the straight, Mississippi and Sans Doute made a rush. Past the Bushes it looked as though Mississippi would take premier honours, but Blackberry kept his lead, winning by a length, with Sans Doute, who made a gallant effort at the finish, a good third. Time 2m. 38½secs.

The NIL DESPERANDUM CUP; value, Tls. 100; for subscription griffins of this meeting that have run and not won a race; second pony, Tls. 25; weight for inches as per scale; entrance, Tls. 5. Three-quarters of a mile.

Mr. Sylva's Red Knight, 10st. 12lbs.
(Mr. F. Dallas) 1
Mr. Crowd's Procession, 10st. 9lbs.
(Mr. Crawford) 2
Mr. Sylva's Red Star, 10st. 9lbs.
(Mr. Machado) 3

A fair start was here made, with a field of twelve horses, with Le Chasseur, Red Knight and Procession forging to the front. This order was maintained well around, but coming past the Bushes the struggle was between Procession, who had gained the lead by the Monument, and Red Knight, who ultimately won by a short neck, with Red Star, who came out of the field near the Belle Vue, a good third. Time, 1 min. 33 secs.

The GRAND NATIONAL STEEPLECHASE; value, Tls. 150; for China ponies; second pony, Tls. 50; weight for inches as per scale; non-winners of a steeplechase allowed 5lbs.; entrance, Tls. 5; twice round a course selected by the Stewards.

Mr. Charley's Auctioneer, 10st. 10lbs.
(Mr. Midwood) 1
Mr. Sturgiss' President, 10st. 10lbs.
(Mr. Read) 2
Mr. Middy's Kingcraft, 11st. 4lbs.
(Mr. M. Jones) 3

Five started. Auctioneer lead at the start, Kingcraft second, President third, and the rest close behind. At the second jump Frolic, who had been restive, fell and threw his rider, who lost hold of the horse and was out of the race. Auctioneer, Kingcraft, President, and Old Fashion was the order to near the Grand Stand, where Kingcraft fell. His rider again quickly mounted and by the time the Corner was reached again had gained third place, Old Fashion being pumped. At the next to the last jump, President, who was making a rush for first place, fell, but his rider saved by great skill. The rest of the run was in the same order, Auctioneer winning easily.

The following is the return of the winning owners, riders, and ponies in the twenty-nine flat races of the meeting:—

Owners.	First.	Second.	Third.
Mr. Ring	5	4	1
Mr. Henry Morris	3	1	0
Mr. Toeg	3	0	0
Mr. Kanuck	2	3	0
Messrs. Toeg & Barley	2	1	0
Mr. Oswald	2	0	1
Mr. Pluck	2	0	0
Mr. Sylva	1	5	1
Mr. Uto	1	2	3
Mr. Sturgis	1	2	2
Mr. Tin Wo	1	3	0
Mr. Ambrose	1	2	0
Mr. Pelham	1	1	2
Mr. Hampton	1	1	0
Mr. Common	1	0	2
Mr. Middy	1	0	0
Mr. Jimdick	1	0	0
Mr. Tung Chia	0	1	1
Mr. Crowd	0	1	1
Mr. Glendaye	0	1	1
Mr. Dennis	0	1	0
Mr. McInnes	0	1	0
Mr. Hugh Owen	0	1	0
Mr. Fourman	0	0	3
Mr. Chapeau	0	0	2
Mr. Rose	0	0	2
Mr. J. Jow	0	0	1
Mr. Dryadust	0	0	1
Mr. Robson	0	0	1
Mr. Mercutio	0	0	1
	29	30	23

* One dead heat.

Riders.	First.	Second.	Third.
Mr. Read	6	4	1
Mr. C. R. Burkill	5	6	3
Mr. Dallas	4	5	4
Mr. Meyerink	4	4	1
Mr. Jones	3	1	1
Mr. Crawford	2	1	0
Mr. Master	2	0	0
Mr. Midwood	1	2	6
Mr. A. W. Burkill	1	2	3
Mr. Pell	1	0	0
Mr. Machado	0	2	1
Mr. H. Sampson	0	1	1
Mr. Wuilleumier	0	1	0
Mr. Pike	0	1	0
Mr. Reynell	0	0	4
Mr. W. W. Cox	0	0	1
Mr. Pirie	0	0	1
	29	30	28

* One dead heat.

OFF-DAY, SATURDAY, 4th May.

The following are the results of the off-day's races run on Saturday.—

The SURPLUS CUP—½ mile.			
Red Star	1		
Procession	2		
Cockernony	3		
Eight starters. Time, 1 min. 24 secs.			
RIVER CUP—1½ mile.			
Pierrot	1		
Busybee	2		
Clermiston	3		
Seven ran. Time, 3 min. 17½ secs.			
BLACKBERRY CUP.—1½ mile.			
Primrose	†		
Sans Regret	†		
Hoheit	3		
Three starters. Time, 2 min. 42½ secs. Sans Regret and Primrose made a dead heat, which was afterwards run off and won by Primrose.			
MAFOO'S RACE.—Once round.			
Phœbus	1		
Redcross	2		
Trumps	3		
Five starters. Time, 2 min. 37½ secs.			
CONTINGENCY CUP—2 miles.			
The Piper	1		
Meneji	2		
Potomac	3		
Thirteen ran. Time, 2 mins. 7½ secs.			
BIG SWEEP CUP—1½ mile.			
'Enery 'Awkins	1		
Blue Peter	2		
Freedom	3		
Seven starters. Time, 3 mins. 14½ secs.			
CELESTIAL STEEPLECHASE—Once round.			
Melbourne	1		
Red Cross	2		
Rocket	3		
Ten starters. No time taken.			
"OFF DAY" CUP.—One mile.			
Meneji	1		
Procession	2		
Le Chasseur	3		
Nine starters. Time, 2 mins. 7 secs.			

MAFOOS' CHAMPION.—Once round.

Sans Doute.....	1
Tigris.....	2
Vaquero.....	3
Six ran. Time, 2 mins. 35½ secs.	

OPENING OF THE NEW CENTRAL MARKET, HONGKONG.

The new Central Market was opened on the 1st May. During the day a large staff of bare-backed coolies were busily engaged in removing the fittings from the old dirt begrimed sheds which have for the last few years answered for the Hongkong Market. Judging by the unusual avidity with which they went about their work it was evident that the healthful change was heartily welcomed. A big percentage of the stalls in the new market were filled on Wednesday, and the holders seemed to take a particular pride in setting off their stalls in the best possible manner. The vegetables were placed on the shelves in an almost artistic style, and even the fish looked quite tasty. As a rule fish on Chinese stalls does not strike one as being very appetising, but the clean surroundings of the market seemed to have removed objectionable features, and residents may safely visit the market without meeting with anything offensive. The market is certainly one which the colony can be proud of. Its architectural features are not such as would command the respect of Mr. Ruskin; but architectural features are of minor importance in such a market as this, and it is the interior of the building that we are mostly concerned with. The market is in every respect adapted for the important purposes for which it was erected. It is commodious, freely ventilated, strongly built, and there is every accommodation for the stall holders and visitors. The floor is of concrete, and the aisles wide. A walk through the place when business was brisk did not disclose any obnoxious smells, and it was certainly cooler inside the building than it was in the street. It is to be hoped that the Chinese will see the advantage of always maintaining yesterday's standard of cleanliness.

ANOTHER CAPTURE BY PIRATES IN TONKIN.**A FAMILY ABDUCTED.**

Tonkin has been thrown into a state of agitation by the abduction of a European family by pirates, M. Lyaudet, manager of the Kebao coal mines, and his wife and daughter having been carried off in a daring raid at Port Wallut. It appears, from the account given in the *Courrier* of the 27th April, that the family occupied a large mat shed. Like all the houses of the Company's servants, it has been guarded every night, since pirates were known to be in the neighbourhood, by a sentinel, a militiaman who kept guard on the verandah on the seaward-side. On the night of Wednesday, 24th April, the sentinel was at his post. Two hundred metres away the armed junk of the Quang-yen Residency was at anchor and, in accordance with orders, the steam-launch of the same Residency should have been at anchor with steam up in front of the General Manager's house at the entrance to the bay. A gunboat also has been lying in the harbour of Port Wallut, but unfortunately was not there, having gone the same evening to Kebao, where there was another gunboat. About half-past ten the alarm was given. Two sampans carrying forty well armed pirates hid in under cover of the darkness, coming it believed from the Dam-ha side, without being seen until the last moment, when the men leaped ashore and made a rush for the Lyaudet house. The sentinel fired, and some of the pirates fired reply, and while some of them kept watch the rest body of them entered the house. In less than five minutes M. Lyaudet, Madame Lyaudet, and their little daughter were thrown to the boats, which immediately put off, and were lost sight of in the darkness between Kebao land and Zabiaca Island.

M. Portal, the Company's General Manager, the employes, and the guard rushed to the scene on hearing the sound of firing, but by the time they arrived not a trace of the pirates was to be seen. Half-an-hour later a locomotive left Kebao to inform the captains of the gunboats. At the same time M. Portal searched the harbour with a steam-launch, but without result. The

Fluviales boat *Tac-hat*, which came in from Monca, also made a fruitless search. Next morning M. Benoit, Resident of Quang-yen, who had been informed of the occurrence, set out at dawn with the *Namdinh* and a strong detachment of militiamen; and M. Coqui, Commissioner of Customs at Haiphong, sent two boats and all the available Customs boatmen to aid in the pursuit.

Telegrams have been sent to the French Minister at Peking and the French Consul at Pakhoi to secure action on the part of the Kwangtung authorities.

The *Courrier* of the 28th April says:—The track of the pirates has been discovered. They landed a little to the north of Tien-yen and have taken refuge in the Van-mai mountains.

HONGKONG CRICKET CLUB LAWN TENNIS TOURNAMENT.**DOUBLE HANDICAP.**

G. H. Potts and F. Maitland beat C. W. Knox and C. Percival—2-6, 6-1, 6-2
E. W. Maitland and P. G. Anderson, H.K. Regiment, beat E. F. Mackay and A. Sharp—6-4, 6-3
Grist and Mounsey beat F. Maitland and G. H. Potts—9-7, 6-4
Grist and Mounsey beat E. W. Maitland and P. G. Anderson, Hongkong Regiment—6-3, 4-6, 7-5, 6-1, and won the Handicap.

CHAMPIONSHIP.

C. C. Platt beat C. W. Knox, R.B.—6-0, 6-1, 10-8
C. M. Firth beat C. A. Tomes—6-0, 6-1, 8-6, and will now have to meet C. C. Platt for the Championship.

PROFESSION PAIRS.

Mounsey and Grist beat E. W. Maitland and Sheldon—7-5, 6-1, 5-7, 6-0

Hazeland and Gale scratched to Gray and Tomes
F. Maitland and C. M. Firth beat S. G. Bird and Douglas Jones—6-3, 6-3, 8-6

C. M. Firth and F. Maitland beat Gray and Tomes—6-2, 6-2, 6-3

Dr. J. M. Atkinson and Surgeon-Major Reade beat E. J. Grist and W. K. Mounsey—7-5, 4-6, 6-2, 6-2, and will now have to meet F. Maitland and C. M. Firth in the final

"A" CLASS HANDICAP.

C. M. Firth beat P. B. Sheldon—6-4, 4-0, retired

C. Platt beat G. H. Potts—6-3, 6-4

"B" CLASS HANDICAP.

Jupp beat Hazeland—2-6, 4-6, 6-4

E. B. Garde, R.N., beat R. E. Humphreys—6-4, 6-4

J. A. Jupp beat G. A. Woodcock—6-4, 4-6, 6-4

E. B. Garde, R.N., beat J. A. Jupp—6-1, 6-4, 9-7, and won the handicap

HONGKONG GOLF CLUB.**CAPTAIN'S CUP.**

The Captain of the Club, Commodore Boyes, R.N., having very kindly again presented a cup to be played for monthly during the year, the first stage in connection with the same took place in the Happy Valley from April 27th to 30th. The cup for the first time is now held by Mr. T. Thurburn, who, it will be remembered, won the Captain's Cup outright last year, and is now evidently bent on making a bold bid for this one as well. His score of 79 is an excellent one, coming as it does after a recent reduction of his handicap. The same player also annexes the sweepstakes, this time contenting himself with a modest 82. Captain Eccles, R.N., as in the recent MacEwen competition, is again runner up. Results:—

CAPTAIN'S CUP.		
Mr. J. Thurburn	94	15
Captain W. V. Eccles, R.B.	92	8
Mr. H. L. Dalrymple	100	10
Mr. C. Palmer	101	11
Captain O. P. Marshall	111	21
Rev. R. F. Cobbold	106	13
Captain R. M. Rumsey	103	8
* Wins the Cup.		
SWEEPSTAKES.		
Mr. J. Thurburn	97	15
Captain W. V. Eccles, R.B.	92	8
Mr. H. L. Dalrymple	99	10
Mr. W. S. Frowd, R.N.	107	18
Commodore Boyes, R.N.	101	11
Mr. C. Palmer	101	11
Captain O. P. Marshall	111	21
Rev. R. F. Cobbold	106	13
* Wins the Sweep.		

Mr. M. Benecke, of the Central Hotel, Shanghai, who came to China in the sixties, was found dead in his room at the Hotel on the morning of the 29th April. The deceased had had a fit on Sunday, but was apparently out of danger the same evening. It is possible, the *N. C. Daily News* says, that he had another seizure during the night, from the effects of which he died.

THE INTERPORT SHOOTING MATCH.

On Monday afternoon the Hongkong team, which is competing against teams from Shanghai and Singapore in the annual Interport Match, fired off at Kowloon. The team was a strong one, but the men were at a considerable disadvantage owing to a changeable wind blowing. Consequently the scoring was not very high. The conditions were seven rounds at 200, 500, and 600 yards (sighting shot at each range). Mr. W. Stewart superintended the scoring, and the umpire was Mr. C. V. Ladds (Colonial Veterinary Surgeon) for Singapore and Shanghai. Scores:—

	200 yards.	500 yards.	600 yards.	Total.
C.-Sgt. Horsman, R.B.	32	26	30	88
Lieut. Webber, R.B.	32	23	24	84
St. McLennan, H.K.P.	32	26	25	83
Mr. E. C. Shepherd	31	26	25	82
Lieut. Hoey, R.B.	30	29	23	82
St.-Mr. Morrish, R.B.	30	26	23	79
Inspector Mann	23	30	19	72
C.-Sgt. Hopkins, R.B.	32	22	21	75
Sgt. Warnock, H.K.P.	27	27	19	73
Insp. Duncan, N.Y.P.	27	23	22	72
	301	263	231	795

The following are the scores in former contests:—

	1891.	1892.	1893.	1894.	1895.
Hongkong	847	835	822	823	795
Singapore	744	752	786	817	—
Shanghai	830	810	802	760	—

Singapore fired on Monday. A telegram has been received that the score was 773.

HONGKONG RIFLE ASSOCIATION.

Twenty-six members were present on Saturday to compete for the Martini-Henry cup. The shooting was very good. The cup was won by Mr. Webber, R.E., with an average of 63. The spoons were won by D. McLennan, Mr. Stewart, Colour-Sergeant Horsman, Corporal Sadler, Inspector Duncan, Sergeant-Major Morrish, and Colour-Sergeant Hopkins. The following were the best scores:—

	200 yards.	500 yards.	600 yards.	H'cap.	Total.
Mr. D. McLennan	23	23	21	4	71
Mr. Stewart	22	22	19	6	69
Cr.-Sergt. Horsman	23	19	21	4	67
Corporal Sadler	22	20	24	—	66
Inspector Duncan	23	25	15	3	66
Sergt.-Major Morrish	22	18	21	4	65
Colour-Sergt. Hopkins	23	18	20	4	65
Colour-Sergt. Lacey	21	23	16	4	65
Lieut. Hoey	21	20	18	4	63
Sergt. Shearry	22	24	13	4	63
Capt. Palmer	20	21	16	4	61
Mr. Warnock	22	19	16	4	61
Major Moore	19	19	15	8	61

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE ANTI-FOOTBINDING SOCIETY.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—You will by this mail receive Shanghai papers giving reports of the enthusiastic public meeting held under the chairmanship of Mr. Cecil Holliday at the Royal Asiatic Society's rooms, to decide on sending a memorial to the Emperor of China asking him to suppress the practise of footbinding, forbidden by an edict of the Emperor Shun Chi, and so detrimental to the energies of the race, about half of which it cripples from four years old upwards. The memorial is to be sent in on behalf of our Women's Society, just started, and which will we hope soon number pretty well all the European women in China. Can you grant us room in your columns to express the hope that all European women in the Crown colony may agree together with us in sending this memorial, and authorise some lady here to sign it on their behalf before it is sent, we hope, early in June. If four or five of the leading Hongkong ladies would give their names as adherents to the movement could not lists be placed either at the principal book shop or at some other convenient place, and all ladies who wished it to be signed on their behalf could attach their signatures or in some other way signify to us on behalf of how many European ladies in Hongkong the lady deputed here might state that she signed. Our present idea is that for one society only the local officials should sign, and one local lady doctor on behalf of all the lady doctors of China,

in each case stating how many ladies she represents, as we think this better than bewildering the Emperor of China by a multiplicity of foreign names. The memorial will be most carefully drawn up both in English and Chinese. It is not yet decided whether it would or would not be best to send the memorial to the Emperor through the Dowager Empress or not. But we hope in either case the Foreign Ministers at Peking will help us in a matter that appeals to the humanity of the whole human race. For fuller information as to a custom with which you in Hongkong are brought so little in contact, but which often rends the hearts and haunts those Europeans who have to hear the cries of the children, let me refer your readers to the very able speeches delivered at our public meeting, some of which may I hope be reproduced in your columns, or to the very weighty Five Reasons by Pastor Kranz, which we are bringing out in Chinese, and the English original of which is to appear in the next *Recorder* we hope.

Apologising for the length of my letter.—Believe me, yours faithfully,

ALICIA LITTLE.
Organising Secretary,
Tiu Tsu Hui

Astor House,
Shanghai, 29th April, 1895.

HENRY PURCELL'S BICENTENARY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Allow me to call your readers' attention to the coming bicentenary of the death of the greatest of English musicians and the founder of the English school of music, Henry Purcell, who died 21st November, 1695.

Henry Purcell has the highest claims on the respect of the English people as the improver of our Cathedral music; the originator of English melody as the term is now understood; the establisher of a form of English Opera which was universally adopted; the introducer of a new and more effective employment of the orchestra in accompaniment; the man who excelled all others in his accurate, vigorous, and energetic setting of English words; and the most original and extraordinary musical genius our country has produced.

The commemoration is being warmly taken up by musicians throughout the country; and all who appreciate the beauties of Purcell's exquisite music are invited to join in the celebrations, which in some cases have already commenced.

The matter is in the hands of the great composer's lineal descendant Dr. Purcell Taylor, who worthily supports his illustrious ancestry by the eminent position and great wealth he has attained as a diplomatist and as an authority on patents; and who has earned the gratitude of the public by his successful efforts in the cause of free technical education and by his settlement of the dispute between Chili and the United States, which threatened to culminate in a terrible war.

All who would like to join in the movement, or who have any of Purcell's music, are invited to communicate with Dr. Purcell Taylor (whose address is 2, Powis Place, Queen Square, London), who is preparing a complete history of the composer's life and times.—Yours truly,

J. BAKER.

London, 28th March, 1895.

HONGKONG.

Magnificent weather has favoured us this week, but however much the bright sunshine has been enjoyed, we could still further enjoy, or at any rate better appreciate, three or four days' heavy drenching. The reservoirs are now very low, and rain is anxiously looked for. The plague has happily made practically no progress. Since the dreaded season set in there have been only five patients suffering from the disease admitted into the hospital; three of them have died. The Colonial Secretary has written stating that the Governor "has been pleased to accept" the resignations by Hon. Ho Kai and Dr. Hartigan of their seats on the Sanitary Board. On the 1st inst. there was a large exodus of prominent residents from the colony, among them being Lieutenant-General Barker, whose term of command on the station has expired, and Mr. F. H. May, Captain Superintendent of Police, and Dr. Ayres, Colonial Surgeon, who have gone home on leave of absence. On the 30th ult. judgment was delivered in the Lee

King v. Carlowitz charter party case. There was an accident on the ferry launch *Prudence* on Saturday, two men being fatally scalded.

H.M.S. *Rainbow* arrived from Singapore on Saturday morning.

There were 2,101 visitors to the City Hall Museum last week, of whom 124 were Europeans.

A petition to the Emperor of China against footbinding is now lying at the stores for the signature of ladies.

Mr. H. E. Wodehouse resumed his magisterial duties at the Police Court on Thursday after a period of illness, but he has not quite recovered from its effects.

At the Alice Memorial Hospital last month there were 58 in-patients treated and the number of outpatient visits was 1,323. At the Nethersole Hospital the members were 35 and 51 respectively.

The *Straits Times* says:—Mr. N. G. Mitchell Innes will not be appointed to the post of Protector of Chinese here. Mr. Capper will go to Penang as assistant Protector, while Mr. Evans from Penang will come to Singapore as head of the Protectorate.

Two coolie house keepers were charged on a warrant at the Police Court on Saturday with keeping unregistered houses. They had given Inspector McIvor considerable trouble, so Mr. Wodehouse inflicted the maximum penalty of \$50 on each of them.

Inspector Mann goes home on leave next month. He has been in the Hongkong Police Force sixteen years, and it is questionable whether he will return again, owing to domestic reasons. Mr. Mann is one of the most capable officers in the force, and his retirement will cause genuine regret.

A fire broke out shortly after one o'clock on the 1st inst. at 145, Winglok Str eet. Assistant Superintendent Corcoran and the Fire Brigade promptly attended and quickly extinguished the flames, which were confined to the cookhouse of the shop, which is used as a general store. The premises are insured with Messrs. Turner & Co. and the damage was not large.

We take the following paragraph from the *Nagasaki Express*:—Preparatory to his approaching departure, which is a source of regret to the many friends his courtesy, geniality, and extreme amiability have gained him, Mr. Lionel C. Barff on Monday, 29th April, gave at his residence a most enjoyable reception and "private view" of the collection of interesting and very characteristic sketches he has made during his sojourn among us. His work displays a delicate and refined scheme of colour, wedded to a keen sense of effective composition; and his versatile brush seems equally at home whether portraying the storm-ruffled waters of Futago, with its attendant clamouring sea-gulls; the sunny slopes of Unzen, with a trio of shy Japanese ponies in the foreground; or a wild duck rising from his bed of reeds in the mellow moonlight of Aha. We understand that Mr. Lionel C. Barff intends exhibiting in various parts of America, where we feel confident his work will receive the recognition and appreciation it so well deserves. We wish him every success in the enterprise, and can promise him a warm welcome should he revisit Japan.

About nine o'clock on Saturday morning an exciting scene was witnessed in the harbour as the result of an accident on the ferry launch *Prudence*. The launch had just left the wharf at Yaumati when there was a sudden burst of steam from the boiler. There were about fifty Chinese passengers on board, and they were so alarmed at the loud hissing of the steam that the majority of them, rather than submit, as they thought, to be blown up, jumped overboard and sought refuge in sampans. About twenty of the passengers were scalded, and two of the crew were pulled out of the engine room by Acting Inspector Witchell, who was on board, in a terrible condition. The whole of their bodies were scalded in a shocking manner, and pieces of flesh were torn away. The officer at once conveyed them to the station at Yaumati, where their bodies were oiled and, after they had been wrapped in blankets, they were dispatched to the Government Civil Hospital where they died. The accident was caused by the water in the boiler being allowed to get too low, and consequently the safety plug was melted, and the steam was forced through the hole. Acting-Inspector Witchell was also slightly scalded on the hands.

An adventurous voyage has just been concluded by a twenty-five ton steam launch from Hongkong to Singapore, says the *Straits Times*. The little vessel is named the *Kessler*, and she left Hongkong on the 9th April bound for Singapore, with a crew of nine hands all told. Naturally such a small craft had a pretty rough time of it, and for provisions and water, and to effect a few repairs, she put into Saigon. Her deck was frequently under water, and to assist her in that respect her bulwarks were built up. The *Kessler* arrived here yesterday (26th April) and reported "all well." She is consigned to Messrs. Hooglandt & Co. for the Langkat Oil Co.

There was a great assemblage on the *Empress of India* on the 1st inst. to bid farewell to departing friends. In addition to General Digby Barker and family, whose leavetaking is noted in another paragraph, there left by the *Empress* Mrs. J. J. Keswick, Mr. and Mrs. David Gillies, Mr. F. H. May and family, and Dr. Ayres, besides several holiday makers bound for Japan and America. As the Secretary of the Dock Company Mr. Gillies has been identified with the success of that important institution. Mr. F. H. May, Captain Superintendent of Police, is one of the most capable and promising of our officials, and Dr. Ayres, Colonial Surgeon, carries with him the good wishes of a large circle of friends and the gratitude of those who have been privileged to claim his services in a professional capacity. General Barker the colony is, unfortunately, not likely to see again, but Mr. Gillies, Dr. Ayres, and Mr. May we hope to see back on the expiration of their respective furloughs to render further service to the colony. In the meantime we wish them a pleasant holiday.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Canadian Pacific Railway Co.	\$50
Julius Mannich and Co.	25
J. D. Humphreys and Son	25
Fairall and Co.	25
Abdoolally Ebrahim and Co.	25
Butterfield and Swire's Compadore	25
Banque de L'Indo-Chine	25
Bradley and Co.	25
Wassiomull Assomull and Co.	25
Rev. R. F. Cobbold, M.A.	20
Wei Yuk	20
Harvie and Co.	20
C. Ewens	15
H. E. Wodehouse, C.M.G.	15
H. M. H. Nemazee	15
Tata and Co.	15
Leigh and Orange	10
W. H. Percival	10
Wong Shing	10
Ho Wyson	10
Hughes and Hough	10
T. Sercombe Smith	10
A. K. Travers	10
Fletcher and Co.	10
"A Parsee"	10
Mok Wan Sheung	10
W. H. Ray	10
Jack A Young	10
W. Thomas	10
W. J. Saunders	10
Geo. R. Stevens	10
Villa Lopez and Co.	10
G. H. Wheeler	10
Hon. F. A. Cooper	10
D. Musso	10
C. Tomlin	10
J. W. Kew and Co.	5
Geo. A. Caldwell	5
Chas. Ford	5
A. Seth	5
H. Bötzel	5
D. S. Dady Burjor	5
Erich Georg	5
Mehta and Co.	5
W. W. Brewer	5
Campbell, Moore and Co.	5
W. C. H. H.	5
D. J.	5
R. Marten	5
Rev. G. Reusch	5
J. Ullmann and Co.	5
F. W. Watts	5
R. S. Woonwalla and Co.	5
Rev. C. Bennett, M.A.	5
F. G. Collins	5
W. S. Harrison	5
Geo. Piercy, Jr.	5
W. J. T.	5
E. W. Terry	5
E. D. Kotewal	5
J. E. Michael	5
Abdoolcader Esmaljee	5
P. D. Gotla and Co.	5
M. H. E. Elias	5
H. A. Esmail and Co.	5
A. E. Allemão	5
Tarachund Thawardass and Co.	5
C. Osmund	5
J. G.	5

Commander W. C. H. Hastings, after disposing of the work at the Magistracy on the 1st inst., was sworn in as Acting Captain Superintendent of Police. Mr. H. E. Wodehouse, Police Magistrate, has been off duty for the last week owing to indisposition. If he is not able to return to duty to-day Commander Rumsey will preside at the Police Court.

On his farewell trip Captain E. De Negri, of the N.G.I. steamer *Bormida*, has been presented by the Chinese merchants, who have been availing themselves of the Italian line to the Straits and Bombay for years past, with a handsome and richly decorated silk flag as a token of recognition of the valuable services he has rendered to them during the time he has been in command of the *Stura*, *Bisagno*, and *Bormida*.

Our Anjer correspondent writes:—The British ship *Lyndhurst*, from New York to Anjer for orders, reports that on the 11th December, shortly after leaving New York, she encountered a terrific gale of wind from the north-west in which the vessel was thrown on her beam ends, and lost three boats, sails, spars, stores, and everything moveable about the decks, and to prevent the ship from foundering jettisoned about 2,000 cases of petroleum.

A peculiar case was heard by Mr. H. E. Wodehouse at the Police Court on Tuesday. Tsang U was charged with unlawfully offering forged \$50 notes of the Chartered Bank of India, Australia, and China, well knowing them to have been forged. The complainant, a shopkeeper, wanted some small change, and asked defendant, a money changer, to get \$400 worth for him, and gave him two \$50 and three \$100 notes. Defendant went away and afterwards came back and said that two of the \$50 notes were bad, but the complainant was certain that they were not the notes he gave to the defendant, whom he told to go away. Defendant refused and created a disturbance. The two notes were forged. The Magistrate decided that the evidence was insufficient and dismissed the case.

A very large number of residents assembled on Murray Pier on the 1st inst. to witness the departure of Lieutenant-General Barker, Mrs. Barker, Miss Barker, and Captain Murray, A.D.C., from the colony. During the journey to the pier crackers were fired very frequently, and when the party reached the pier they were saluted by a guard of honour composed of members of the Rifle Brigade. Amongst those present to bid them farewell were Major-General Black, Colonel Barrow, Captain Sterling, A.D.C., Major Moore, Surgeon-Colonel Preston, Captain Thomas, Surgeon Major-Read, and a large number of other officers, and also Hon. W. M. Goodman, Acting Chief Justice, Hon. J. H. Stewart Lockhart, Colonial Secretary, Hon. E. R. Bellios, the Rev. R. F. Cobbold, Mr. G. Sharp, Mr. D. R. Sassoon, Mr. C. Platt, and many others. A launch conveyed the party to the *Empress of India*, which sailed at noon.

A most successful floral cantata was given on the 30th ult. in Union Church by the members of the Sunday School. The Church presented a most pleasing appearance, being tastefully decorated with palms and lilies, which are just now seen at their best. The cantata was thoroughly enjoyed by a very large number of people, the body of the church being filled and the gallery nearly so. About thirty children took part and the choruses were very well rendered and evoked hearty applause. The smallest children represented violets and the chorons which they sang brought forth such hearty applause that an encore was allowed, the only one of the evening. Miss Kasten took the leading part of *Spring* and sang three solos; in the first she lacked confidence, but in the other two she sang very sweetly. Miss Florence Ackers as *Hyacinth* sang as a solo, "Purple, roseate, white as snow." The other soloist, Miss E. Plinston (*Buttercup*), was perhaps the best of all, her solo "Out amid the green fields" being sung with both taste and expression, while her speaking parts could be heard in any part of the building. Miss Fella Henderson while the collection was being taken played a capital piano solo, while Misses Maud Parker and Mabel Germain commenced the entertainment with a well-played violin and piano duet entitled "Sweet and low." The success of the cantata was entirely due to the assiduous care bestowed upon the children by Mrs. Williams, the organist to the school.

From the *Porvenir de Visayas* we learn that on the arrival of the steamer *Conch* at Hoilo from Hongkong on the 18th April the Sanitary Board met and decided that the vessel should be subjected to three days' observation, owing to the proximity of Hongkong to Macao, where the plague was reported to be present.

We are advised by the Secretary of the Punjom Mining Co. of the receipt of a telegram from the mines to the effect that during the month of April the mill ran 25 days crushing 700 tons yielding 272 ounces of gold and headings 430 tons for a yield of 43 ounces, and that Mr. Blamey is taking the necessary steps to keep expenses down as much as possible.

Inspector Quincey rescued a man from drowning on Friday morning. Two Chiuanmen were bathing at Yaumati and for a time they were playfully dipping each other in the water. Eventually both became angry, and one pulled the other under the water and kept him there for an unreasonable time. He became helpless and had sunk twice when Inspector Quincey put off in a sampan and rescued him. The other man was arrested for attempting to cause the death of his former friend.

Some of Mrs. J. J. Keswick's friends in this colony took advantage of her farewell call on Mrs. Cesar Hawkins, on 30th April, the day before her departure from Hongkong, to make her a parting gift, in token of their regard and appreciation of her many acts of kindness. The gift consisted of a silver tray, of Chinese workmanship, and a pair of silver candlesticks with the inscription, "From a few friends in Hongkong." The presentation was made by Mrs. Goodman on behalf of the numerous contributors to the gift.

One of the cases Mr. Wodehouse had to deal with at the Police Court on Thursday was a charge of depositing the corpse of a child in a cave on the Pokfulam Road. The defendants were Fung Shing, a boatwoman, and Ip Kam Yung, boatman, and it was proved that on the 1st inst. the female put the dead body of a child in the cave. The male defendant was near her at the time, and his excuse was that the woman had asked him to go with her. He was discharged, and the woman bound over to be of good behaviour.

The following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th April, 1895, as certified by the Managers of the respective Banks, are published:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia, and China	1,511,995	800,000
Hongkong and Shanghai Banking Corporation	5,226,570	2,500,000
National Bank of China, Ltd.	351,135	222,000
	\$7,092,720	\$3,522,000

COMMERCIAL.

TEA.

CANTON, 7th May.—Macao Congous.—A moderate business has been passing, settlements being reported at 3,500 Boxes at Tls. 14-17½ per picul. Prices have again ruled rather easier and may be quoted Tl. 1 per picul lower than those current a month ago. There is no great quantity offering and there is every indication of the crop being a small one. For Australia shipments are going forward steadily, the last two departures taking over 5,000 packages. A few small parcels of Hoyune have been offered, but prices asked are very high and no business is reported. Scented Teas.—Leaf for about 15,000 Boxes has arrived from the country, but musters have not yet been shewn.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1895-96	1894-95
	lbs.	lbs.
Canton and Macao	161,400	146,475

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1894-95	1893-94
	lbs.	lbs.
Canton.....	3,547,932	1,349,192
Amoy	19,447,739	21,321,332
Foochow	8,140,519	5,883,106
Shanghai.....	25,783,527	24,176,826
	56,919,717	52,730,465

EXPORT OF TEA FROM CHINA TO ODESSA.

	1894-95	1893-94
	lbs.	lbs.
Hankow and Shanghai	22,555,223	21,619,462

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1894-95	1893-94
	lbs.	lbs.
Yokohama.....	28,784,581	28,623,687
Kobe	16,879,951	17,213,605
	45,664,532	45,837,292

SILK.

SHANGHAI, 2nd May:—(From Messrs. Cromie and Burkill's circular).—London telegrams dated 30th of April report the market "quiet but steady." Quotations remain unaltered. Gold Kiling at 7/6, Blue Elephant at 9/6. Raw Silk.—White Silk is quite neglected, but a fair business has been passing in Yellow and Wild Silks. Tussahs and Tussahsams.—No business reported.—Yellow Silks.—The demand continues fair, principally for Asiatic Markets. Prices are unchanged. Arrivals, as per Customs Returns from April 25th to May 1st, are 577 bales of White, 153 bales of Yellow, and 477 bales of Wild Silk. Re-reels and Filatures.—No transactions to report. Wild Silk.—Has been in good demand, and settlements are about 700 bales, comprising Tussah Raws 4 Cocoons Filatures at Tls. 257½ and Tussah Raws Market chop No. 1½ at Tls. 157½, No. 2 at Tls. 146½. Waste Silk.—The market remains quiet. A parcel of pierced Tussah Cocoons changed hands at Tls. 42. Pongees.—Nothing doing.

Purchases include:—Yellow Silk.—Shantung Skeins at Tls. 262½, Mienchow at Tls. 241½, Mee-yang at Tls. 205 to Tls. 216½, Foo-yung at Tls. 180 to Tls. 191½, Wengchow at Tls. 176½, Szechong at Tls. 172½. Wild Slik.—Tussah Filature 4 Cocoons at Tls. 257½, Tussah Raw at Tls. 146½ to Tls. 157½.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1894-95	1893-94
	bales.	bales.
Canton	15,136	18,020
Shanghai	48,535	59,976
Yokohama	20,301	22,491
Total to date	83,972	100,487

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1894-95	1893-94
	bales.	bales.
Canton.....	8,686	4,411
Shanghai.....	8,885	4,074
Yokohama	25,588	15,982
	43,159	24,467

CAMPHOR.

HONGKONG, 8th May.—No supplies having come forward from Formosa to meet the large demand prices have greatly advanced. Quotations for Formosa are \$60.00 to \$60.50. During the past week sales have been 150 piculs. Quotations for Japanese camphor nil.

SUGAR.

HONGKONG, 8th May.—The advance last noted has not been maintained. The market is dull and prices have declined. Following are the quotations:—

Shekloong, No. 1, White...	\$7.29 to 7.32 per picul.
do. " 2, White...	6.82 to 6.85 "
Shekloong, No. 1, Brown...	4.77 to 4.80 "
do. " 2, Brown...	4.67 to 4.70 "
Swatow, No. 1, White...	7.22 to 7.25 "
do. " 2, White...	6.70 to 6.83 "
do. " 1, Brown...	4.51 to 4.53 "
Swatow, No. 2, Brown...	4.30 to 4.34 "
Foochow Sugar Candy	10.65 to 10.70 "
Shekloong	9.12 to 9.15 "

OPIUM.

HONGKONG, 8th May.—Bengal.—A further improvement has taken place in rates, Patna closing at \$780 for Old and at \$745 for New, Benares at \$735 for New and at \$765 for Old.

Malwa.—A fair amount of business has been done in the drug since the arrival of the last English mail, old drug receiving the greatest attention. Current figures are as under:—

New	\$690 with allowance of ¼ to 1½ cts.
Old (2 to 3 yrs.)	\$730 " ¾ to 1½ "
" (4 to 5 yrs.)	\$740 " 1 to 1½ "
" (7 to 8 yrs.)	\$750 " ½ to 1½ "
Persian.—	The market has ruled quiet, and scarcely any change has taken place in rates, Latest Quotations for Oily drug are \$710 to \$750, and for Paper-wrapped \$750 to \$790.

To-day's stocks are estimated as under:—

Old Patna	400 chests.
New Patna	1,598 "
Old Benares	636 "
New Benares	436 "
Malwa	871 "
Persian	1,008 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1895.	\$	\$	\$	\$	\$	\$
May 1	770	802½	755	775	690	730/750
May 2	765	802½	755	770	690	730/750
May 3	765	802½	755	770	690	730/750
May 4	760	802½	750	770	690	730/750
May 5	755	802½	745	760	690	730/750
May 6	755	795	745	770	690	730/750
May 7	755	795	745	770	690	730/750
May 8	745	780	735	765	690	730/750

COTTON.

HONGKONG, 8th May.—Small business doing at low rates in Indian staples. China scarce and held for better rates. Stocks, 1,276 bales Bengal; 277 bales Rangoon; 64 bales Dacca, and about 300 bales of Chinese Cotton.

Bombay	\$12.00 to 14.00 p. pcl.
Kurrachee	12.00 to 14.00 "
Bengal, Rangoon, and Dacca,	12.00 to 15.00 "
Shanghai and Japanese..	16.00 to 18.50 "
Tungchow and Ningpo..	16.00 to 18.50 "
Madras	14.00 to 16.00 "
Sales: 502 bales Bengal, Rangoon, and Dacca, 100 bales Shanghai and Japanese. Tungchow and Ningpo.	

RICE.

HONGKONG, 8th May.—There have again been large arrivals during the interval and prices have further declined. Closing quotations are:—

Saigon, Ordinary	\$2.08 to 2.10
" Round, good quality	2.21 to 2.25
" Long	2.32 to 2.35
Siam, Field, mill cleaned, No. 2 ..	2.13 to 2.15
" Garden, " No. 1 ..	2.40 to 2.42
Siam White	2.92 to 2.95
" Fine Cargo	3.10 to 3.12

COALS.

HONGKONG, 8th May.—Business has been confined to the sale of 3,000 tons Cardiff. Quotations are:—

Cardiff	\$12.00 to 13.00 ex ship, steady.
Australian ..	7.75 to 8.00 ex ship, nominal.
Milke Lump...	6.75 to 7.00 ex ship, nominal.
Milke Small...	5.75 to 6.25 ex ship, nominal.
Moji Lump ...	5.50 to 6.50 ex ship, nominal.

MISCELLANEOUS IMPORTS.

HONGKONG, 9th May.—Amongst the sales reported are the following:—

YARNS AND PIECE GOODS:—Bombay Yarn.—590 bales No. 10 at \$66 to \$78, 875 bales No. 12 at \$69 to \$73.50, 165 bales No. 16 at \$72 to \$78.50, 1,155 bales No. 20 at \$80 to \$85. White Shirtings.—300 pieces Gold Tiger at \$5.60, 250 pieces No. 500 Steamer at \$3.60, 900 pieces E. F. at \$6.25, 250 pieces Blue Dragon at \$4.60. Grey Shirtings.—480 pieces 12 lbs. Stag, 40 yards, at \$3.70, 1,200 pieces 8½ lbs. Blue Joss at \$2.70, 750 pieces 10 lbs. Stag Chop at \$3.52½, 500 pieces Flower Vase at \$3.57½, 900 pieces 12 lbs. Stag Chop, 40 yards, at \$3.70, 2,700 pieces 8½ lbs. Blue Seal at \$2.65, 500 pieces Blue 5 Men at \$3.55, 750 pieces 10 lbs. Blue 5 Men at \$3.55, 700 pieces Large Eagle at \$1.75, 1,400 pieces 7 lbs. Large Eagle at \$1.75, 600 pieces Elephant and Snake at \$2.62½, 2,400 pieces 8½ lbs. 3 Dogs at \$2.72, 250 pieces Blue 2 Dragon at \$3.70, 250 pieces 11 lbs. Blue 2 Dragon at \$3.70, 750 pieces 10 lbs. Blue 7 Boys at \$3.10. T-Cloths.—1,800 pieces 8 lbs. Mex. V. V. at \$2.65, 600 pieces X. X. at \$2.70, 3,000 pieces 7 lbs. Mex. Red Stag at \$2.10, 750 pieces 4 Stags at \$2.05. Drills.—300 pieces 14 lbs. Dragon at \$3.70. Spanish Stripes.—36 pieces B.B.B. at \$0.58.

METALS.—Iron.—400 piculs Old Horse Shoes, Australia, at \$2.15, 1,680 Old Horse Shoes, England, at \$2.27½. Lead.—840 piculs Australia at \$6.02½ to \$6.05. Quicksilver.—50 flasks at \$113.

SHANGHAI, 2nd May.—(From Mr. G. W. Noel's report.)—The monotony of waiting for the confirmation from China of Japan's terms for peace has been relieved by the race holidays, that occupied the best part of the interval, and the majority of both foreigners and natives appeared to avail themselves fully of the relaxation from business thus afforded. Under these circumstances there is very scant material on which to frame a report, for even the little life that commenced showing off itself last week appears to have been stifled by

the fear of further complications that have arisen through the threatened interference of European Powers. The armistice is up on the 8th instant, therefore something should be definitely settled in a few days now. Meanwhile the prospect of an early settlement, from their point of view, is deterring importers from giving way to the low offers made by the dealers, preferring rather to wait the chance of a substantial improvement in the market so soon as peace is actually concluded. The trade is looking brighter in Hankow, but most of our other dependencies are very quiet, and goods have not been reselling so freely amongst the natives during the last few days as they were before. Steady to firm prices have been paid for the auction chops, many of them having regular outlets now which other goods are not so fortunate to command.

Metals.—(From Mr. Alex. Biefield's report.)—3rd May:—Quotations for Metals and Sundries are nominally without change, and I refrain therefore from giving a full report. Settlements reported during the week are:—100 tons Railroads Sohiers, exp. at 101/6 c.f.i. & c., 50 tons Cant Tyres and 200 tons Iron Wire at private terms.

WEDNESDAY, 8th May. EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	2.1½
Bank Bills, on demand	2/1½
Bank Bills, at 30 day's sight	—
Bank Bills, at 4 months' sight	2/2
Credits, at 4 months' sight	2/2½
Documentary Bills, 4 months' sight ..	2/2½
ON PARIS.—	
Bank Bills, on demand	2.70
Credits, at 4 months' sight	2.76
ON GERMANY.—	
On Demand	2.18
ON NEW YORK.—	
Bank Bills, on demand	52½
Credits, 60 day's sight	53½
ON BOMBAY.—	
Telegraphic Transfer	195½
Bank, on demand	195½
ON CALCUTTA.—	
Telegraphic Transfer	195½
Bank, on demand	195½
ON SHANGHAI.—	
Banks, at sight	72
Private, 30 day's sight	72½
ON YOKOHAMA.—	
On demand	par.
ON MANILA.—	
On demand	7 % pm.
ON SINGAPORE.—	
On demand	¼ % pm.
SOVEREIGNS, Bank's Buying Rate	9.14
GOLD LEAF, 100 fine, per tael	48

JOINT STOCK SHARES.

HONGKONG, 8th May.—Business has not been very brisk during the week under review but rates have been well maintained and the market closes with a decidedly healthy tone. The chief feature has been a reaction in Banks, which, on news of the peaceful settlement of the China-Japan and Russian trouble, are again in favour and enquired for at a higher rate.

BANKS.—Hongkong and Shanghai.—On news of anticipated complications between Russia and Japan this stock appreciably weakened and sales were effected as low as 176 per cent. prem. delivery in two weeks. More peaceful news from the North, however, soon put a different aspect on the market and buyers vainly offered 180, 182, and 184 per cent. prem. without bringing out any shares. A small sale at 185 (cash) and one at 187 per cent. prem. for the end of the month were reported and to-day a sale has been effected at 190 per cent. prem. cash, market closing firm at that rate. Holders are very loth to part and higher rates may be anticipated should affairs continue normal.

MARINE INSURANCES.—Further sales of China Traders at 66½ are reported and of Cantons at \$160. Other Marines continue neglected. FIRE INSURANCES.—Hongkongs have ruled neglected at \$200. Chinas have improved their position to \$85 with sales at \$84, \$84½, and \$85.

SHIPPING.—Hongkong, Canton, and Macao, owing to the stoppage of passenger traffic between this and Macao on account of reported plague at the latter port, rapidly weakened to \$29, at which some shares changed hands; later, however, they recovered and shares are vainly asked for at \$30½; at \$31 a few shares could be obtained, but market closes decidedly strong at \$30½. Douglas's have been enquired for

at \$50, but no shares are forthcoming. Indo-Chinas have changed hands at \$45 and \$46 closing steady at latter rate. Other Shipping stocks have ruled neglected.

REFINERIES.—Continue totally neglected and out of favour.

MINING.—Punjoms on account of a disappointing crushing for April have been out of favour and sellers have ruled the market at rates from \$7 to \$5 90; very few sales have been effected and market closes weak. Balmorals after further sales at \$5 have improved to \$5.50. Other mining stock has ruled very quiet and we have no further business to report.

MISCELLANEOUS.—Docks have ruled rather erratic with sales on the same day at 98 and 100 per cent. prem.; market closes steady at the latter rate with no sellers under it. Lands have met with further investing buyers at \$59 and close steady. West Points have again changed hands at \$18 and close steady. Watsons after further sales at \$10 have improved to \$0.25, closing firm. Kowloon Wharfs have ruled erratic with reported sales at \$40, although shares have been offering at \$39; market closes with sellers at latter rate. Green Islands have improved to \$10 with sales and Hongkong Brick and Cements to \$7½.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATIONS
Banks—		
Hongkong & S'hai.	\$125	190 p. ct. pm., sales
China, Japan, &c...	\$25.0	nom.
Do., Founders.....	\$1	nom.
Nat. Bank of Ch.		
B. Shares.....	\$8	\$32½, sales & sellers
Foun. Shares.	\$1	n. m.
Bell's Asbestos E. A. {		
	\$158	\$2½, sales
Brown & Co., H. G...	\$50	\$4½, sellers
Campbell, Moore & Co.	\$1½	\$2
China Borneo	\$55	nom.
China Sugar	\$100	\$120
Chinese Loan '86 E., Tls. 250		11 p. ct. pm.
Dakin, Cruicks'k & Co.	\$3	\$1
Dairy Farm Co.	\$10	\$6.25, buyers
Fenwick & Co., Geo.	\$25	\$15½, sales
Green Island Cement	\$50	\$9, sales
H. Brick & Cement.	\$12.50	\$7, sales & buyers
H. & C. Bakery	\$50	\$36
Hongkong & C. Gas.	\$10	\$125, buyers
Hongkong Electric...	\$8	\$4.60, sales & buyers
H. H. L. Tramways.	\$100	\$67, buyers
Hongkong Ice.....	\$25	\$76, sales
H. & K. Wharf & G.	\$50	\$39, sellers
Hongkong Rope.....	\$50	\$121
H. & W. Dock.....	\$125	100 p. ct. pm., sales
Hotels—		
Hongkong Hotel...	\$50	\$9, sellers
Shamoen	\$20	\$4
Insurances—		
Canton	\$50	\$160, sales
China Fire	\$20	\$85, buyers
China Traders' ...	\$25	\$66½, sales & sellers
Hongkong Fire ...	\$50	\$200, sellers
North-China	\$25	Tls. 199, sellers
Straits Marine.....	\$20	\$18½, sales & sellers
Union	\$5	\$187½, sales
Yangtze	\$60	\$93
Land & Building—		
H. Land Investm't	\$50	\$59, sales & sellers
Kowloon Land & B.	\$30	\$10½, sell rs
Humphreys Estate	\$10	\$1½, sellers
West Point Bldg.	\$40	\$18, sales
Luzon Sugar	\$100	\$45, sellers
Mining—		
New Balmoral.....	\$3	\$5½, sales
Charbonnages.....	\$131.58	\$75, sellers
Jebebu	\$5	\$8.25, sales
Punjom	\$3½	\$5.90, sales & sellers
Do. (Preference)	\$1	\$1.75, sellers
Raub	13s. 10d.	\$4.4, sales
Steamship Coys.—		
China & Manila ...	\$50	\$32½, sellers
Douglas S. S. Co...	\$50	\$50
H., Canton, & M...	\$20	\$31
Indo-China S. N...	\$10	\$46
W'chai Wareh'se Co.	\$37½	\$37½
Watson & Co., A. S...	\$10	\$10½, sales & buyers

CHATER & VERNON, Share Brokers.

SHANGHAI, 3rd May.—(From Messrs. J. P. Bisset & Co.'s report.)—The race holidays have interfered with business during the week. Banks.—Hongkong and Shanghai Banking Corporation.—The market has been weak with sellers and no buyers. We quote the closing rate at 185 per cent. nominal. National Bank shares are wanted at \$26, but are held for higher rates. Shipping.—Shanghai Tug Boat shares changed hands at Tls. 127½. Indo-China S. N. Co.—The release of the Yikang by the Japanese has caused a demand for shares, and a transaction is reported at Tls. 35. Docks.—There are buyers of Hongkong and

Whampoa Dock shares in Hongkong at 97 per cent. premium. Marine Insurance.—There is no change to report under this head. China Traders shares are offering at \$67. Fire Insurance.—Chinas have been placed at \$84 and \$85. The market is a little easier with shares offering at \$85. Wharfs.—Shares in Birt's Wharf were placed at Tls. 43. Hongkong and Kowloon Wharf and Godown shares are quoted \$38 in Hongkong. Mining.—Shares in the Sheridan Mining Co. have been placed, and are offering, at Tls. 4. Miscellaneous.—Shares in the Shanghai Land Investment Co. were sold at Tls. 36. Shanghai-Sumatra Tobacco shares at Tls. 475 and Tls. 480, and Shanghai-Langkai Tobacco shares at Tls. 100. Shanghai Horse Bazaar shares are offering at Tls. 50. Loans.—Shanghai Municipal Debentures of 1885 were placed at par plus the accrued interest. Chinese Imperial Loan Bonds, issue E, at Tls. 250 plus the interest. Shanghai Land Debentures, 6 per cent, at par, and 5½ per cent, cum interest, at Tls. 93, and Lankat Debentures at Tls. 100 plus the accrued interest.

Quotations are:—

Hongkong and Shanghai Banking Corporation.—185 per cent. prem.
Bank of China, Japan, and The Straits, Limited.—Nominal.
Bank of China, Japan, and The Straits, Limited, Founders.—Nominal.
National Bank of China, Ltd., A.—\$26.
National Bank of China, Ltd., B.—Nominal.
National Bank of China, Ltd., Founders.—Nom.
Shanghai Tugboat Co., Ltd.—Tls. 127½ per sh.
Indo-China Steam N. Co., Ltd.—Tls. 35 per sh.
China Mutual S. N. Co.—Tls. 50 per share.
Taku Tug & Lighter Co., Ltd.—Tls. 60½ per sh.
Hongkong, Canton and Macao Steamboat Co.—\$81½ per share.
Douglas Steamship Co., Ltd.—\$49 per share.
Boyd & Co., Ltd., Founders.—Tls. 300 per share.
Boyd & Co., Limited.—Tls. 155 per share.
S. C. Farnham & Co.—Tls. 140 per share.
Hongkong and Whampoa Dock Co., Ltd.—95 per cent. premium.
China Traders' Insurance Co., Ltd.—\$66 per sh.
North China Insurance Co., Ltd.—Tls. 195 per share.
Union Ins. Society of Canton, Ltd.—\$157½ per share.
Yangtze Insee. Assocn., Ltd.—\$95 per share.
Canton Insurance Office, Ltd.—\$155 per share.
Straits Insurance Co., Limited.—\$19½ per share.
Hongkong Fire Insurance Co., Ltd.—200 per sh.
China Fire Insurance Co., Ltd.—\$85 per share.
Shanghai & Hongkew Wharf Co.—Tls. 266 per share.
Birt's Wharf Hide-curing and Wool-cleaning Company.—Tls. 37 per share.
Hongkong and Kowloon Wharf and Godown Company, Limited.—\$36 per share.
Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 4 00 per share.
Punjom Mining Co., Ltd.—\$6 per share.
Punjom Mining Co., Ltd., pref. shares—\$1½ per share.
Jebeu Mining & Trading Co., Ltd.—\$3½ per sh.
Raub Australian Gold Min. Co., Ltd.—\$4½ per sh.
Shanghai Cargo Boat Co.—Tls. 142½ per share.
Co-operative Cargo Boat Co.—Tls. 130 per sh.
Shanghai Gas Co.—Tls. 212½ per share.
Hongkong Electric Co., Ltd.—\$4 per share.
Shanghai Waterworks Co., Ltd.—Tls. 175 p. sh.
Perak Sugar Cultivation Co., Ltd.—Tls. 29½ p. sh.
China Sugar Refining Co., Ltd.—\$127 per sh.
Luzon Sugar Refining Co., Ltd.—\$45 per share.
Hall & Holtz, Ltd.—\$20 per share.
Shanghai Land Investment Co., Ltd.—Tls. 86 per share.
Hongkong Land Invest. & A. Co., Ltd.—\$57½ p. sh.
J. Lilwell & Co., Limited.—\$40 per share.
Shanghai Horse Bazaar Co., Ltd.—Tls. 47½ per sh.
Major Brothers, Limited.—Tls. 25 per share.
Shanghai Sumatra Tobacco Co.—Tls. 480 p. sh.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 100 per share.
Shanghai Langkat Tobacco Co., Ltd., Founders.—Nominal.
Shanghai Ice Company.—Tls. 117½ per share.
A. S. Watson & Co., Limited.—\$10 per share.
L'Hotel des Colonies.—Tls. 20.
China Merchants' Steam Navigation Company Debentures.—Nominal.
Lyceum Theatre Debentures.—Tls. 12.
Chinese Imp. Gov. Loan, 1886, E.—Tls. 250 (a).
Shanghai Municipal Debentures.—Nominal.
Shanghai Land Investment Company Debentures.—Tls. 100 (a).
Shanghai Land Investment Company Debentures.—Tls. 93.

(a) Exclusive of accrued interest.

VESSELS ON THE BERTH.

For LONDON.—Canton (str.).
For BREMEN.—Nurnberg (str.), Karlsruhe (str.).

For HAVRE and HAMBURG.—Frigga (str.).
For VICTORIA, B.C.—Tacoma (str.).
For SAN FRANCISCO.—Queen Margaret, Peru (str.).
For NEW YORK.—Sachem (str.), Challenger, Fort Stuart, Macduff (str.).
For AUSTRALIA.—Taiyuan (str.).

TONNAGE.

HONGKONG, 8th May.—During the early portion of the past fortnight there was scarcely any demand for steam tonnage in any direction: at the close, however, a better feeling is predominant and rates are generally firm at quotations.

From Saigon to Hongkong the rate dropped to 13 cents per picul, but there is now some demand for medium-sized tonnage at 14 cents. To Amoy one settlement is reported at 23½ cents, but there is no further enquiry for prompt loading.

From Bangkok to this there is nothing doing and rates are nominal at 17½ cents per picul loading outside and 22½ cents inside the bar.

From Chinkiang to Whampoa the demand has been fully met and the rate is now nominally 18 candareens per picul.

From the Japan coal ports to this several large carriers have secured \$2 per ton and further medium-sized steamers could command the same rate. To Singapore there is a slight demand at \$3.

Sailing tonnage hence to New York is wanted for September loading at about 20s. per ton of 40 cubic feet and several vessels have already been secured at this rate, as per list below.

There is now no disengaged sailing tonnage in port.

The following are the settlements:—

Celeste Burrill—British ship, 1,764 tons, Shanghai and Hongkong to New York, private terms.

Saint James—American barque, 1,488 tons, Shanghai and Hongkong to New York, 14,600 U.S. gold.

Geo. S. Homer—American barque, 1,267 tons, Hongkong to New York, 12,000 U.S. gold.

Bohing Suey—Hawaiian barque, 1,036 tons, Hongkong to New York, 10,500 U.S. gold.

Stanfield—British barque, 570 tons, Sandakan to Hongkong (2 trips), 22½ cents per cubic foot.

Bogstad—Norwegian steamer, 1,982 tons, Hongkong to Yokohama and Kobe, \$7,600 in full.

Benlawers—British steamer, 1,484 tons, Hongkong to Kobe, \$6,500 in full.

Michael Jensen—German steamer, 710 tons, Taiwan to Chefoo to Amoy, \$7,400 in full.

Evandale—British steamer, 2,468 tons, Chinkiang to Whampoa, 18 candareens per picul.

Bygdo—Norwegian steamer, 916 tons, Saigon to Hongkong, option Amoy, 19/23½ cents per picul.

Cassius—German steamer, 1,606 tons, Saigon to Hongkong, 16 cents per picul.

Tetartos—German steamer, 1,578 tons, Saigon to Hongkong, 14 cents per picul.

Asloun—British steamer, 1,837 tons, Saigon to Hongkong (re-charter), 13 cents per picul.

China—German steamer, 1,093 tons, Saigon to Hongkong, 13 cents per picul.

Gloucester City—British steamer, 1,419 tons, three ports Java to Hongkong, 20 cents per picul.

Bogstad—Norwegian steamer, 1,982 tons, Moji to Hongkong, \$3 per ton.

Strathnevis—British steamer, 3,303 tons, Moji to Hongkong, \$2 per ton.

Bentala—British steamer, 1,467 tons, Moji to Hongkong, \$2 per ton.

Gloucester City—British steamer, 1,419 tons, Moji to Singapore, \$3 per ton.

Mathilde—German steamer, 676 tons, monthly, 5 months (re-charter), \$5,250 per month.

Swatow—German steamer, 724 tons, monthly, 6 months (re-charter), \$5,200 per month.

Michael Jensen—German steamer, 710 tons, monthly, 3 months (re-charter), \$5,300 per month.

Tamarind—Norwegian steamer, 885 tons, monthly, 6 months, \$6,000 per month.

SHIPPING

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

ARRIVALS.

April—
30, Fidelio, German str., from Saigon.
30, Annandale, British str., from Saigon.

May—
1, Hangchow, British str., from Chinkiang.
1, Lyeemoon, German str., from Shanghai.
1, Cromarty, British str., from Samarang.
1, Shanghai, British str., from London.
1, Brindisi, British str., from London.
1, Asloun, British str., from Saigon.
1, Gloucester City, British str., from Saigon.
2, Benlomond, British str., from London.
2, Kagan, British str., from Singapore.
2, Jordan, British str., from Whampoa.
2, Kriemhild, German str., from Hamburg.
2, P. C. C. Kiao, British str., from Bangkok.
2, Propontis, British str., from Saigon.
2, Rio, German str., from Saigon.
2, Namoa, British str., from Coast Ports.
2, Nanohang, British str., from Canton.
2, Tritos, German str., from Bangkok.
2, Cheangchow, British str., from Singapore.
2, Tsinan, British str., from Sydney.

3, Abana, British str., from Whampoa.
3, Eton, British str., from London.
3, Moskwa, Russian str., from Odessa.
3, Fokien, British str., from Tamsui.
3, Manche, French str., from Saigon.
3, Ask, Danish str., from Haiphong.
3, Thales, British str., from Taiwanfoo.
3, Pingching, British rev. cr., from Swatow.
3, Str. of Dover, British str., from Moji.
3, Hupoh, British str., from Java.
3, Peiyang, German str., from Canton.
4, Deuteros, German str., from Bangkok.
4, Chiyeu, British str., from Chinkiang.
4, Rory, British str., from Shanghai.
4, Normandie, Norw. str., from Bangkok.
4, Teyi, German str., from Tientsin.
4, Gleuogle, British str., from Yokohama.
4, Mathilde, German str., from Saigon.
4, Rainbow, British cruiser, from England.
4, Beatrice, British str., from Saigon.
4, Melbourne, French str., from Marseilles.
4, Ombau, British str., from Saigon.
5, Fushun, British str., from Shanghai.
5, Hongkong, French str., from Haiphong.
5, Queen Adelaide, Brit str., from Chinkiang.
5, Taisang, British str., from Shanghai.
5, Tamsui, British str., from Canton.
5, Volute, British str., from Kobe.
6, Ancona, British str., from Yokohama.
6, Kwanglee, British str., from Canton.
6, Choysang, British str., from Chinkiang.
6, Bombay, British str., from Shanghai.
6, Rohilla, British str., from Bombay.
6, Hohenzollern, German str., from Bremen.
6, Yuensang, British str., from Manila.
6, Spartan, British cruiser, from Tamsui.
6, Activ Danish str., from Hoihow.
6, Swatow, German str., from Haiphong.
6, M. Jebson, Ger. str., from Haiphong.
6, Ethiopie, British str., from Saigon.
6, Chunshan, British str., from Bangkok.
7, Esmeralda, British str., from Manila.
7, Tacoma, British str., from Tacoma.
7, Rosetta, British str., from Shanghai.
7, Lyeemoon, German str., from Canton.
7, Namoa, British str., from Swatow.
7, Sarpedon, British str., from Shanghai.
7, Nijui Novgorod, Rus. str., from Singapore.
7, Wingsang, British str., from Calcutta.
7, Recorder, British str., from Singapore.
7, Daphne, German str., from Whampoa.
7, Kwongmo, British str., from Tamsui.
8, Arroyo, British str., from Kobe.
8, Strathavon, British str., from Saigon.
8, Triumph, German str., from Hoihow.
8, Tamarind, Norw. str., from Bangkok.
8, Tritos, German str., from Canton.
8, Hangchow, British str., from Canton.
8, Karlsruhe, German str., from Bremen.
8, Chingwo, British str., from London.

DEPARTURES.

1, Amigo, German str., for Saigon.
1, Triumph, German str., for Hoihow.
1, Donar, German str., for Hoihow.
1, Foyle, British str., for Port Wallut.
1, Benlawers, British str., for Kobe.
1, Ghazeo, British str., for Shanghai.
1, Empr. of India, British str., for Vancouver.
1, Lus, French str., for Europe.
1, Sabine Rickmers, German str., for Kobe.
1, Canton, British str., for Shanghai.
1, Chingtu, British str., for Australia.
1, Continental, Dutch str., for Swatow.
1, Hangchow, British str., for Canton.
1, Lyeemoon, German str., for Shanghai.
1, Memnon, British str., for Kudat.
1, Nanking, Norw. str., for Mauritius.
1, Sungkiang, British str., for Amoy.
2, Frejr, Danish str., for Hoihow.
2, Bormida, Italian str., for Bombay.
2, Haitan, British str., for Swatow.
2, Jordan, British str., for Nagasaki.
2, Taichow, British str., for Singapore.
3, Siam, British str., for Swatow.
3, Kagan, British str., for Nagasaki.
3, Tetartos, German str., for Saigon.
3, Krim, Norwegian str., for Saigon.
3, Progress, German str., for Tourane.
3, Catherine Apear, British str., for Calcutta.
3, Eke, British str., for Saigon.
3, Nanchang, British str., for Tientsin.
4, Shanghai, British str., for Shanghai.
4, Abana, British str., for Manila.
4, Moskwa, Russian str., for Wladivostok.
4, Fokien, British str., for Canton.
4, Bentala, British str., for Nagasaki.
4, Cheangchow, British str., for Amoy.
4, China, German str., for Saigon.
4, Peiyang, German str., for Shanghai.

4, Sishan, British str., for Swatow.
 4, Strathnevis, British str., for Moji.
 4, Zafiro, British str., for Manila.
 4, Wolf, German gunboat, for Amoy.
 5, Ask, Danish str., for Haiphong.
 5, Benlmond, British str., for Kobe.
 5, Chiyuen, British str., for Canton.
 5, Formosa, British str., for Amoy.
 5, Melbourne, French str., for Shanghai.
 5, Namoa, British str., for Swatow.
 5, Oscarshah, Norw. str., for Bangkok.
 5, Rory, British str., for Canton.
 5, Teyl, German str., for Canton.
 5, Thales, British str., for Swatow.
 5, Tsinan, British str., for Sungkiang.
 5, Victoria, British str., for Kobe.
 5, Fannie Skolfield, British bk., for Mantung.
 6, Æolus, British cruiser, for Takow.
 6, Rainbow, British cruiser, for a cruise.
 6, Beatrice, British str., for Whampoa.
 6, Brindisi, British str., for Yokohama.
 6, Eton, British str., for Nagasaki.
 6, Fushun, British str., for Canton.
 6, Kriemhild, German str., for Yokohama.
 6, Kwanglee, British str., for Shanghai.
 6, Mathilde, German str., for Canton.
 6, Queen Adelaide, Brit. str., for Whampoa.
 6, Taisang, British str., for Canton.
 7, Choyang, British str., for Canton.
 7, Gloucester City, British str., for Moji.
 7, Manche, French str., for Saigon.
 7, Tailee, German str., for Swatow.
 7, Airlie, British str., for Australia.
 7, Fidelio, German str., for Saigon.
 7, P. C. C. Klao, British str., for Bangkok.
 7, Rohilla, British str., for Shanghai.
 7, Straits of Dover, British str., for Takow.
 7, Tamsui, British str., for Shanghai.
 8, Annandale, British str., for Saigon.
 8, Daphne, German str., for Chinkiang.
 8, Esmeralda, British str., for Manila.
 8, Hongkong, French str., for Haiphong.
 8, Hupeh, British str., for Swatow.
 8, Lyeemoon, German str., for Shanghai.
 8, Nijni Novgorod, Rus. str., for Vladivostok.
 8, Recorder, British str., for a cruise.
 8, Shantung, British str., for Singapore.
 8, Volute, British str., for Singapore.
 8, Bombay, British str., for London.
 8, Activ, Danish str., for Hoihow.

PASSENGER LIST.

ARRIVED.

Per *Haitan*, str., from Swatow.—Rev. and Mrs. Partridge, and 107 Chinese.
 Per *Belgic* str., from San Francisco, &c.—Mr. Crockett, and 110 Chinese.
 Per *Devawongse*, str., from Bangkok.—Messrs. Downie and Michell.
 Per *Lyeemoon*, str., from Shanghai.—Sergt. Ellershaw.
 Per *Shanghai*, str., from Singapore.—Messrs. C. H. Burrows and L. Schlusser.
 Per *Kalgan*, steamer, from Barry, &c.—Mrs. Goodall, Mrs. Hutchison and 3 children.
 Per *Kriemhild*, str., from Hamburg for Shanghai.—Miss A. Bennett.
 Per *Namoa*, str., from Foochow, &c.—Mrs. Tipp and child, Mr. Edwards.
 Per *Tsinan*, str., from Sydney.—Mr. and Mrs. Montgomery, Mr. and Mrs. Wills, Messrs. P. Wills, Ford, Metcalf, Levy, Welburne, Gittens, Staunton, and Parker.
 Per *Thales*, str., from Taiwanfoo, &c.—Rev. J. Watson.
 Per *Manche*, str., for Hongkong from Marseilles.—Mr. Chaumier. From Colombo.—Mr. Le Hoon. From Singapore.—Mrs. Ossoio and daughter, Messrs. Fischer and Guinness. From Saigon.—Mr. Revel. For Shanghai from Marseilles.—Mr. and Mrs. Touraopi, Miss Walker, Messrs. Tyack, Rodust, Lamond, Cyritton, and Naver. From Singapore.—Mrs. Thorverior, Mrs. Cruppers, Messrs. Gutierrez and Rodger. For Nagasaki from Suez.—Messrs. Manouffoff and Wassilli. From Singapore.—Mrs. Okami, Mrs. Omah, Mrs. Okayor, Mrs. Onani, Mrs. Tora, Messrs. Kirekawa, Youshidor, Otamorts, Ojun, and Osaki. For Kobe from Singapore.—Messrs. Barker, Ruston, Kakimoto, and Kecher. For Yokohama from Marseilles.—Admiral Alexi-roff, Mr. and Mrs. Gorty and child, Mr. and Mrs. Kawonkuma and 3 children, Messrs. Kouzomine, Pomly, Anojus, Koshita, Pierson, and Meyer. From Saigon.—Messrs. Bucroix and Simon.

Per *Bombay*, str., from Shanghai for London.—Mr. and Mrs. D. Mathews and 3 children.

Per *Hohenzollern*, str., from Singapore.—183 Chinese.

Per *Ancona*, str., from Yokohama.—Mr. and Mrs. Leigh, Messrs. M. Gilroy, Kawaneti, K. Matsufugi, Kwong Wo Chong, Yue Wo Seng, W. Holburton, J. MacIntyre, A. Fyffe, W. Gibb, D. Whittell, and Ewer, Mrs. Watanabe, Misses Oldmi and Pakaoke, Mrs. Yamaguchi and child, and Capt. A. Williams.

Per *Rohilla*, str., for Hongkong from London.—Mrs. McNeil and 2 children. Act. Lieut. Dow, Lieut. Edgar, and Mr. Irish. From Bombay.—Prince Dhyargru, Dr. Raterkram, Messrs. Metha, Kho Achee, Escoffally Jannette, Dada Sahib Galkwar, Narayenrao, Heerabhai, and Pitalee. From Colombo.—Hon'ble G. Mills, Messrs. Garnier, and J. Wrigley. From Penang.—Messrs. H. Slade, Yu Ah Khuan, and Sum Choy. From Singapore.—Messrs. Rozetta, Leah Pok Fian, Ong, and Cheang Mr. and Mrs. Ong Fung. For Shanghai from London.—Mr. C. Brown. From Brindisi.—Mr. W. Rodgers. From Bombay.—Mr. Raphael, and Rev. Fuller. From Penang.—Mr. and Mrs. Wilson and child, Messrs. Drew and Jaegar. For Nagasaki from Brindisi.—Miss Allen. For Yokohama from Melbourne.—Mrs. and Miss Campbell Praed. From Ismailia.—Mr. V. Chirol. For Kobe from Singapore.—Mr. Wyndham Smith.

Per *Yuensang*, str., from Manila.—Messrs. J. Campos, Aitken, and C. Reyster y Moreno.

Per *M. Jebson*, str., from Haiphong.—Mr. D. T. Lamberts.

Per *Tacoma* str., from Tacoma.—Mr. W. H. Doolittle, Misses Doolittle and Baque, Col. and Mrs. Huestis, Mrs. Aldrick, Mr. and Mrs. D. H. Mercer, Mr. and Mrs. R. L. McCroskey.

Per *Rosetta*, str., from Shanghai for Hongkong.—Messrs. Ch. von Bose, Pon Ho Wan, Robinson, R. Alexander, Z. H. Volpicelli, and H. Crull, Lord Chas. Conyngham, Misses L. Dower and M. Earley. For Bombay.—Messrs. S. S. Somekh, Moose and Abraham. For London.—C. H. Allan.

Per *Wingsang*, str., from Calcutta, &c.—Surg. Major Whitwell.

DEPARTED.

Per *Preussen* str., from Hongkong for Southampton.—Mrs. Coleman and baby, Miss Elizabeth Mackey, Messrs. F. Nelson and F. R. Pinkerton. For Bremen.—Messrs. Ehlers and H. Ahlander. For Genoa.—Mr. A. Haupt. For Suez.—Mr. H. E. Wolf. For Aden.—Messrs. J. C. Clark and G. F. Nelson. For Singapore.—Messrs. H. Hamlyn, G. W. Lennard, Hu Mok Foo, Fong Sang Chune, Chung Yin Moy, Chun Ching Long, Wong Cook Wah, Mr. and Mrs. Chun Ewe Tin, Mr. and Mrs. Leong Cheong and 2 babies. From Shanghai for Southampton.—Capts. Clegg and Fisell, Mr. A. Holtz. For Bremen.—Mrs. Capt. Schall, Mrs. Hummelker, Messrs. C. Herold and C. Pichon. For Genoa.—Mrs. M. Schultz, Messrs. A. Baumhogge and J. Albrecht. From Yokohama for Bremen.—Messrs. Holm & family, A. Martinsen, J. Jespersen, E. Spethmann, and L. Authen. For Southampton.—Mrs. Mathews, Mr. Eustace & family. For London.—Capt. J. Walker. From Hyogo for Bremen.—Capt. H. Nielsen, Messrs. Olsen, Carl Jansen, Nils Andersen, E. Dietrich, M. Wentzel, and L. Ehrlinger. For Southampton.—Messrs. Albert Fuchs, D. Rattray, and F. Smith. From Nagasaki for Naples.—Mr. Alex. Fred. H. Tiedmann. From Manila via Hongkong, for Genoa.—Mr. A. Emil Homann.

Per *China*, str., for Kobe.—Mr. J. Arevalo. For Yokohama.—Capt. and Mrs. Retallick, Capt. and Mrs. Welman and child, Mrs. Beveridge, Mrs. G. M. Hall, Mr. and Mrs. G. M. Dare, Miss M. Wood, Messrs. A. P. Nobbs, C. H. Lammert, ver Bueren, F. W. Fraser, T. Shivate, Justo Payunco, W. E. Robert, and de Malherb. For San Francisco.—Mrs. T. F. Davis, Mrs. G. Weinberg, Mrs. E. Bucovitz, Messrs. W. Love, F. J. Bat, and Pin Sham. For London.—Mr. A. Hawley.

Per *Ozus*, str., from Hongkong for Saigon.—Mr. Bertrand. For Singapore.—Rev. Bes, Messrs. Shrager and V. Nemhardt, and Mrs. Foong Kew. For Marseilles.—Mr. and Mrs. Herbert Dent, child and amah, and Mr. M. Brockett. For Saigon from Shanghai.—Lieut. H. P. Porter. From Yokohama.—Mrs. Schadter, Messrs. Wetzel, Blane, and Schlader. From

Nagasaki.—Messrs. Lachrer, Ladam, Guigow, Durvenx, Casamoa, and Petrigrain. For Singapore from Yokohama.—Mrs. G. Savory and Mr. Motaboy. From Kobe.—Mr. Bishop. From Nagasaki.—Messrs. Shimuzu and Jakabatschi. For Suez from Yokohama.—Mr. Delbourgo. For Port Said from Nagasaki.—Mr. J. Buchamkoff. From Yokohama.—Mr. Muto. For Marseilles from Shanghai.—Mr. and Mrs. Dujardin and 3 children, Dr. Rennie Robertson, Messrs. E. Magnin and T. Morean. From Yokohama.—Mr. Ono. From Kobe.—Mr. Kata Vozo. From Nagasaki.—Messrs. Fournier and Sisteron.

Per *Chingtu*, str., for Thursday Island.—Mrs. Nakagawa. For Brisbane.—Mr. M. L. Turnow. For Sydney.—Messrs. A. U. Henn and Emil Jansen. For Melbourne.—Dr. and Mrs. Davenport and 2 children.

Per *Empress of India*, str., for Amoy.—Mr. and Mrs. C. C. dos Remedios and 2 children, Messrs. W. H. Decker, N. D. Ogilia, and Bu-mann. For Shanghai.—Mr. and Mrs. Brewer, Mrs. Wheeler, Capt. Tillet, H. E. Yeung Man Tsun and family, H. E. Cheung, Messrs. Playfair, Michaelson, W. P. Craig, Schanz, and F. E. Reilly. For Kobe.—Major Pemberton, Mr. and Mrs. Boxshall, Mrs. and Miss Mulloy, Major and Mrs. Wrottesley, Mde. O'Gorman, Mrs. Dalrymple, Miss Nankivoll, H. Kusakabe, H. Matsuno, Kellelia, and Chan Yee Chee. For Yokohama.—Lieut. P. G. Davies, Mr. D. E. Brown, Mrs. Keswick and 4 children, Mde. Huart and child, Mr. and Mrs. Garrels and child, Mr. and Mrs. Haskell and 2 children, Mrs. Kuhn, Misses Brooks, Humphreys, and Stephens, Capt. T. A. Bruhn, Messrs. Gregory, Eassardass, Weppner, H. Rose, H. W. Robertson, A. Cumming, and Lo Suy Cho. For Vancouver.—Mrs. Post, Mrs. D. E. Brown, Colonel and Master Mulloy. For San Francisco.—Mrs. W. Ashmore, Miss E. Ashmore, Master Ashmore. For Prescott.—Dr. and Mrs. Partridge. For Trinidad.—Mr. and Miss Delum and 3 children. For London.—H. E. General Digby-Barker, Mrs. and Miss Digby-Barker, Mr. and Mrs. F. H. May and infant, Mr. and Mrs. D. Gillies, Mr. and Mrs. J. B. Lee, Miss I. Tuason, Capt. W. H. Murray, Dr. Ayres, Lieut. Thresher, Messrs. A. Knight, F. Shaw, and C. Duncan. From Shanghai for Yokohama.—Baron Waldthausen. For London.—Lieut. A. D. Boden. From Yokohama for Vancouver.—Mrs. Banker, Miss Peck, and Mr. Gottsberger. For San Francisco.—Messrs. D. Edwards and J. Ferguson. For London.—Mrs. and Miss Townshend, Mr. and Mrs. St. Lewis, Baron V. Lerche, Count C. Lerche Lerchenborg, Messrs. Geaney and W. S. Cartwright. For Liverpool.—Mr. Robinson.

Per *Catherine Apcar*, str., for Singapore.—Messrs. G. W. Houston, J. McPherson, R. Gutierrez, Mrs. and Miss Yeang Tseung, Mrs. Shun, Mrs. Ip Tang and girl, Mrs. Cheung Shui and daughter, Mrs. Wong Kum. For Penang.—Mrs. Tse Ho Koi and son, Mrs. Chan Yuk, Mrs. Lo Muk Ynk, Messrs. Chan Lun, Li Sang, and Chan Lan.

Per *Victoria*, str., for Tacoma.—Mr. and Mrs. Abbott, Mrs. Hunt. For San Francisco.—Mr. and Mrs. Leashie and child, Mrs. B. Naser, Messrs. E. J. Richardson, Caleb Carom, P. J. Basler, and A. Leashie. For London.—Rev. John Watson. For Kobe.—Messrs. J. Macarthur, J. Campbell, W. T. Avis, H. Grimble, and E. B. Michell.

Per *Brindisi*, str., from Hongkong for Kobe.—Messrs. Levy, Ford, Wills, M. and Mrs. Wills, Mr. and Mrs. E. H. Montgomery. For Yokohama.—Mr. F. D. Metcalf. For Yokohama from Bombay.—Capt. Baugh. For Sydney.—Mr. F. Schluser.

Per *Melbourne*, str., from Hongkong for Shanghai.—Mrs. V. Clayton, Messrs. H. L. Piry, S. Weinberg, J. Weinberg, S. Mason. For Yokohama.—Mr. P. F. Daver.

Per *Rohilla*, str., for Shanghai from Hongkong.—Mr. M. P. Talati, Dr. V. Danenberg, Acting-Lieut. D. Dow, R. N. R., Prince Dhyargen, Dr. Batukram, Dada Sahibgackwar, Messrs. Narayenrao, Heerabhai, Pitabe, M. Bernheim. From London.—Mr. C. Brown. From Brindisi.—Mr. W. Rodgers. From Bombay.—Mr. R. S. Raphael, Rev. M. B. Fuller. From Penang.—Mr. A. J. Drew, Mr. and Mrs. Wilson and child, Mr. H. Jaegar.

Per *Bombay*, str., for London from Hongkong.—Mrs. W. F. Wenyon, Messrs. Wm. McGowan, R. N. G. Lennox, D. Farquharson, Miss Raithby. From Shanghai.—Dr. and Mrs. Mathews, Miss Mathews, girl and child.